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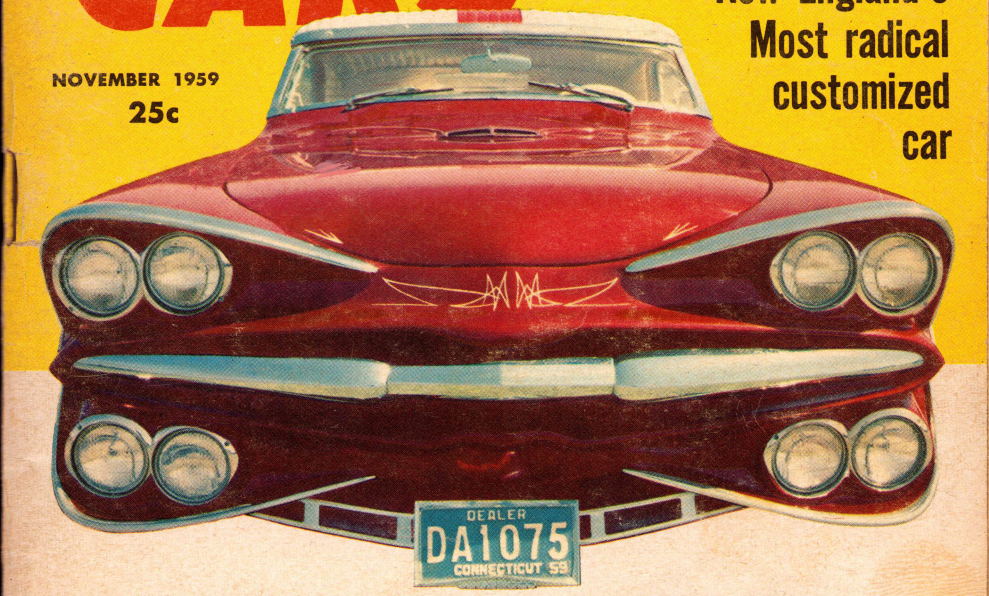
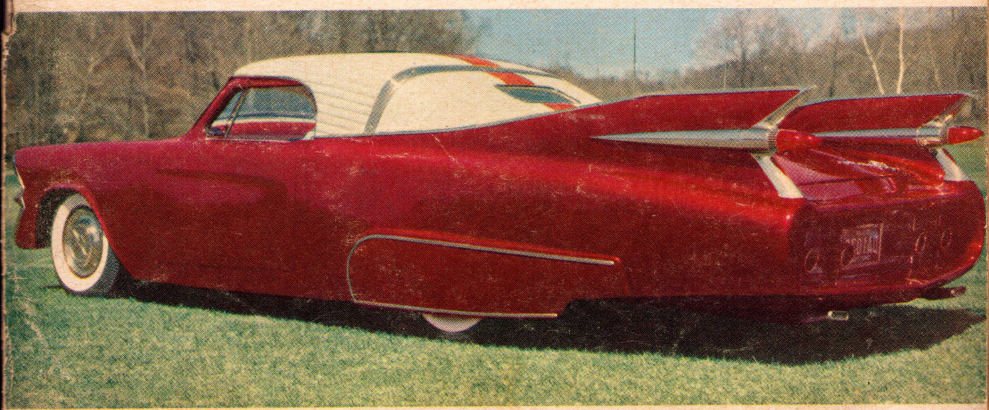
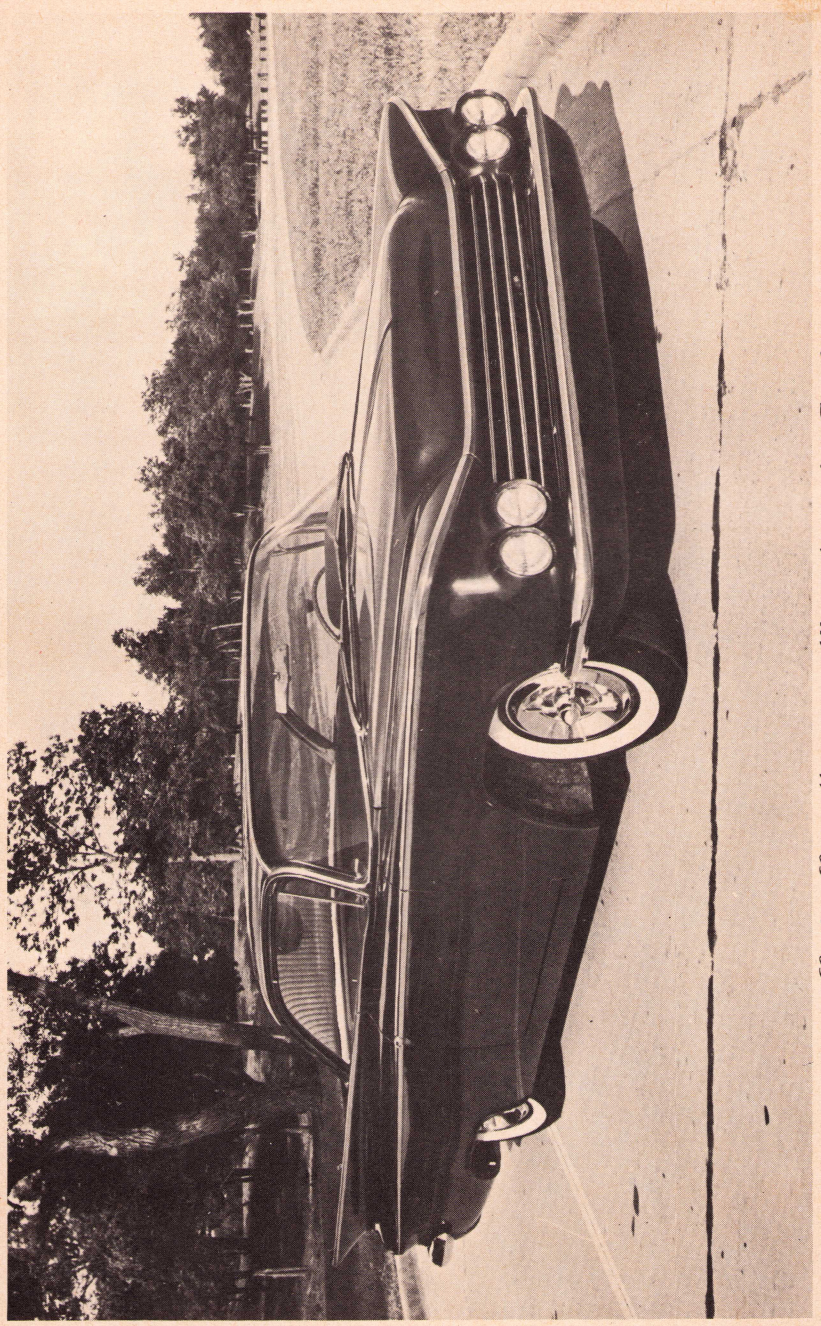



SHOWTIME USA: Southern California Show-Cars

HOW-TO-DO-ITS: Concaved Scoops • Connie Kits

STYLING STUDIO: Edsel Taillights • Interiors





*Custom Cars Magazine Album No. 27 '59 Buick*

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HOW-TO-DO-ITS: Concaved Scoops • Cowls Rib
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**cover**
You would never know that the custom on this month's cover started out as a '56 Studebaker. To see how John Hychko built the East's most radical custom from a total wreck — see page 34. — Anscochromes by Enrico Guerrera.


Published Monthly Volume 3 Number 3
NOVEMBER, 1959


# custom cars

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*CUSTOM CARS MAGAZINE ALBUM #27 — by Darryl Starbird*


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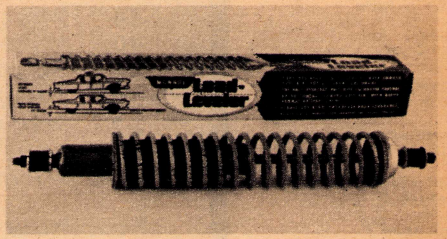

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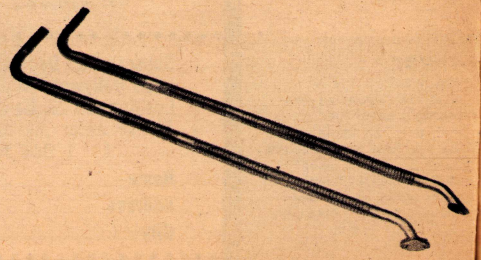




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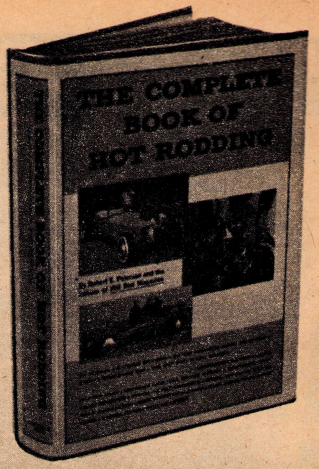


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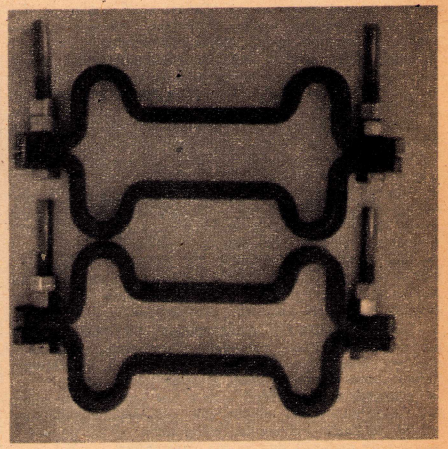

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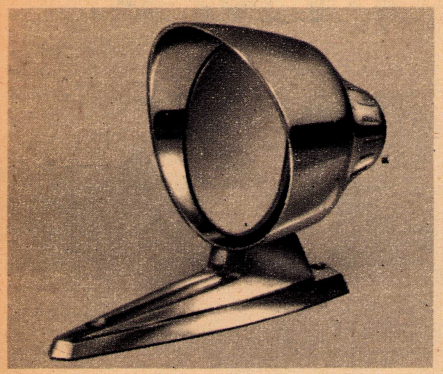
# SHOWCASE



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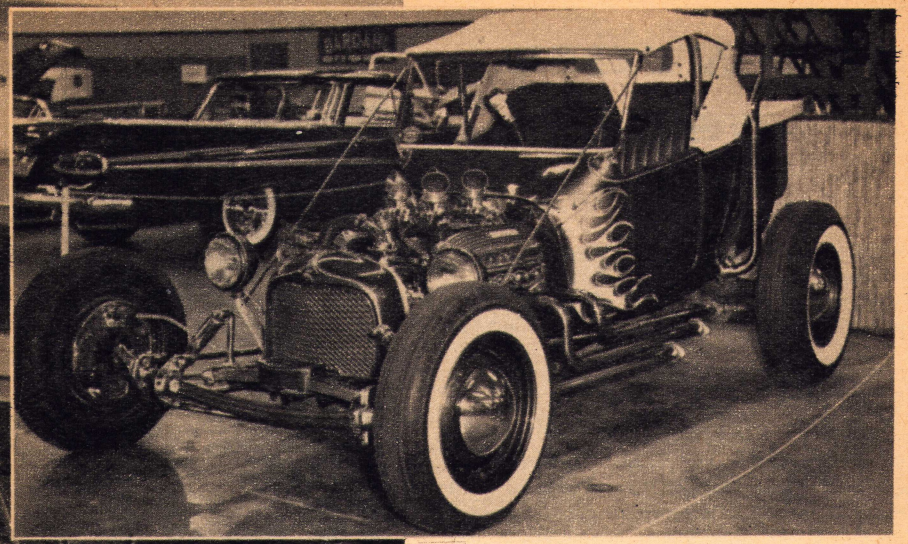
# SHOWTIME USA



## LONG BEACH, CALIFORNIA

*Renegades' 2nd Annual Rod and Custom Motorama displays variety of Southern California show cars*

Nearly 20,000 spectators passed through the doors at Municipal Auditorium in Long Beach, California to view the Renegades' Rod and Custom Motorama. Most popular car in show was Norm Grabowski's roadster-pickup from TV show '77 Sunset Strip'; driver: Kookie.

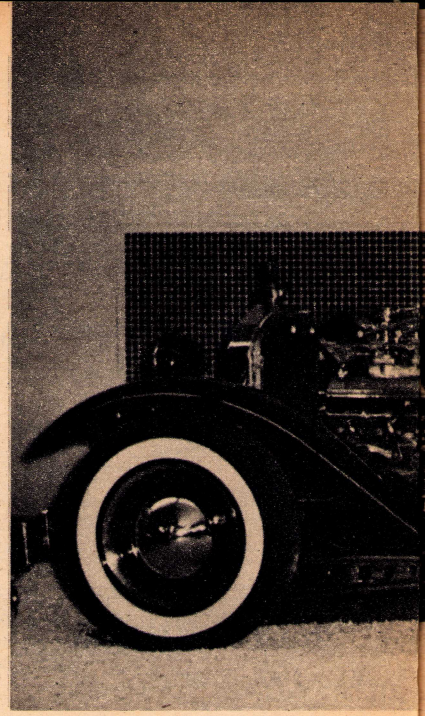


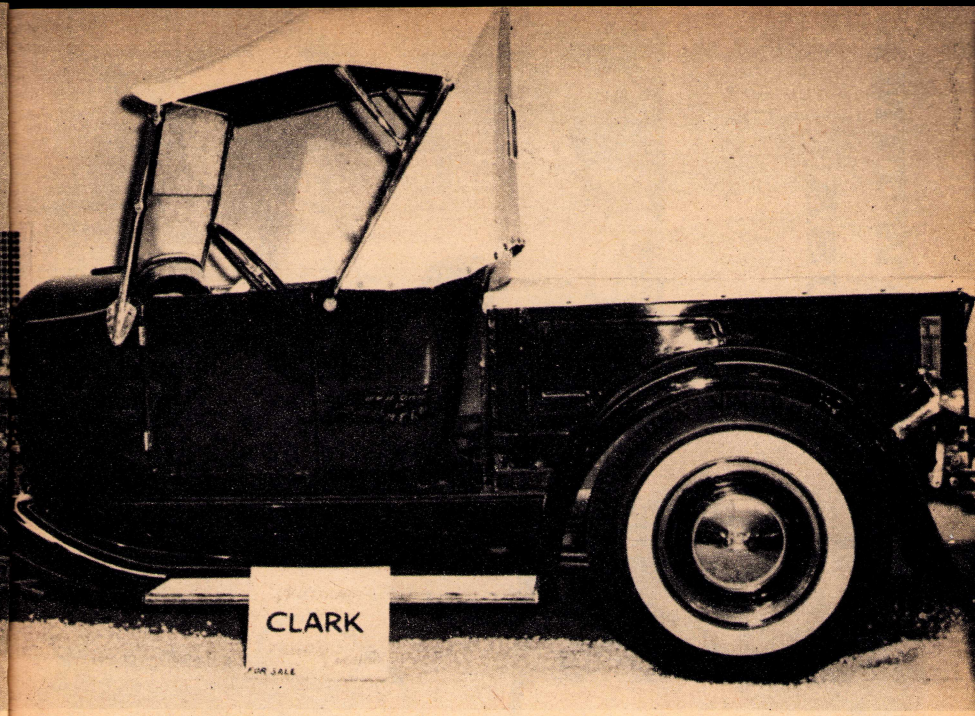
CONTINUED

# SHOWTIME USA

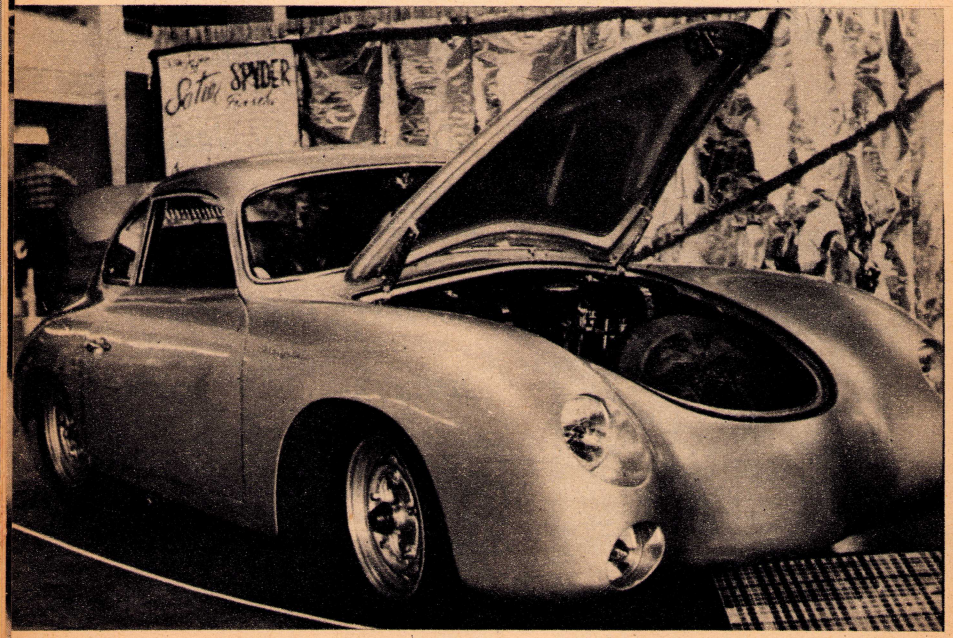
William Clark from Chula Vista, California displayed his modified '23 T pickup along with impressive Prowlers of San Diego car club exhibit. The Engine is full-race Cadillac.

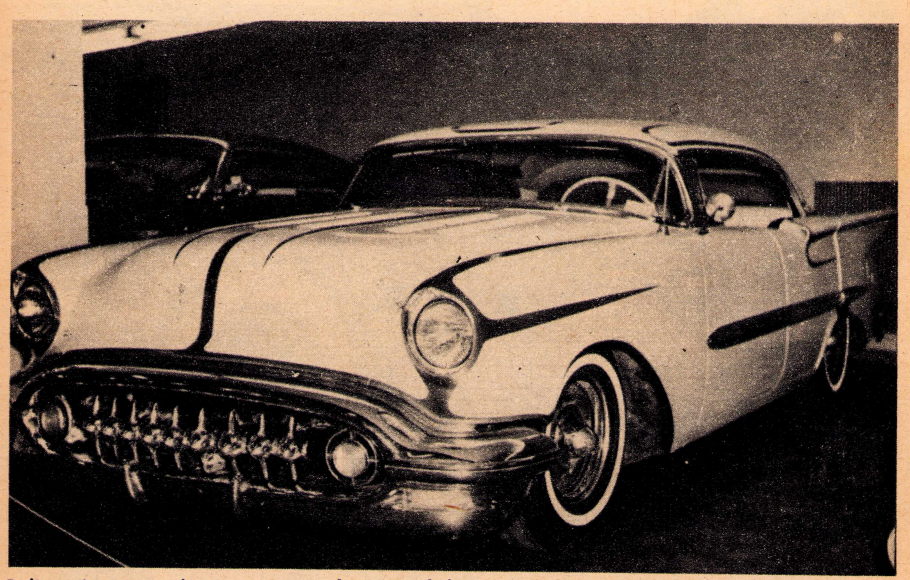
Dean Jeffries of Hollywood, California was on-hand at the Renegade show with his much modified Porsche Carrera. Among many items reworked are quad Lucas headlights in new aluminum-rolled nose, handmade plastic tail-light lenses, immaculate trunk, engine room.






Photos by Jim Gilbert



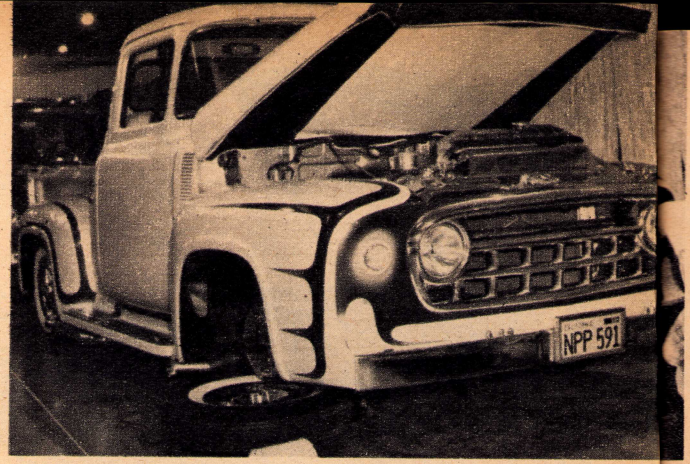



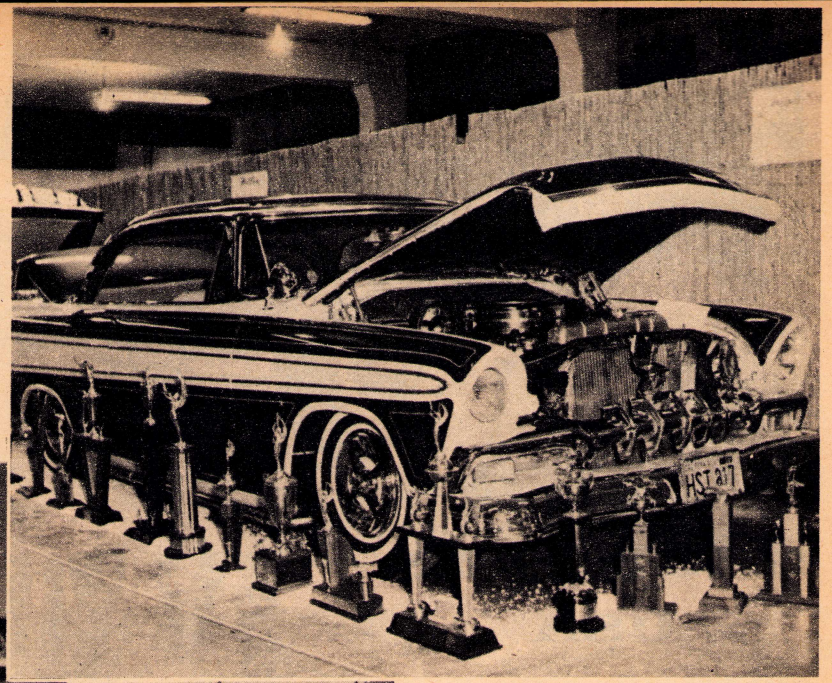
Believe it or not, this is a tow-car for one of the Western Division's top show roadsters! B. C. Neblett of Vallejo, California tows his Renegade Sweepstakes winner — a beautiful T roadster pickup — with this chopped, finned and be-scalloped '55 Oldsmobile sedan.



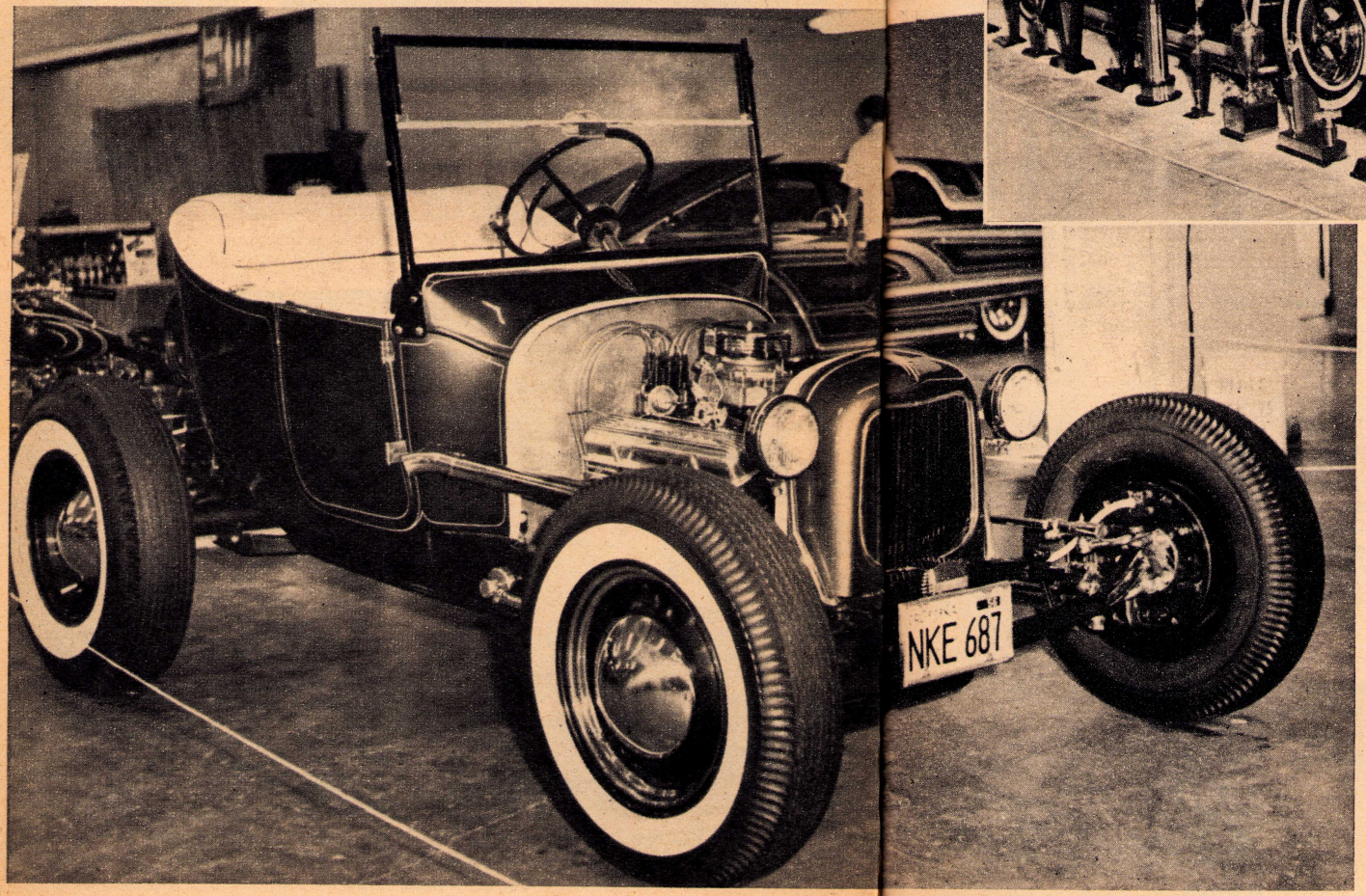
CONTINUED

# SHOWTIME USA




Among the many pickup trucks on exhibit was this Ford with Nash Rambler grille assembly, full upholstery, '56 T-Bird mill; owner: Dave Thomas Motors, Long Beach.




Ron Dulin of Long Beach brought proof positive of his '55 Plymouth Fury's "win-ability". Completely surrounding the nicely customized, purple paneled Fury was an impressive trophy display.

Good things come in small packages. That is the motto of Bob Johnson, owner of "Tweedy Pie," a modified '23 T. Body is shortened to include only area from cowl to rear of cockpit. Pleat and roll interior, Corvette mill means show 'n go.



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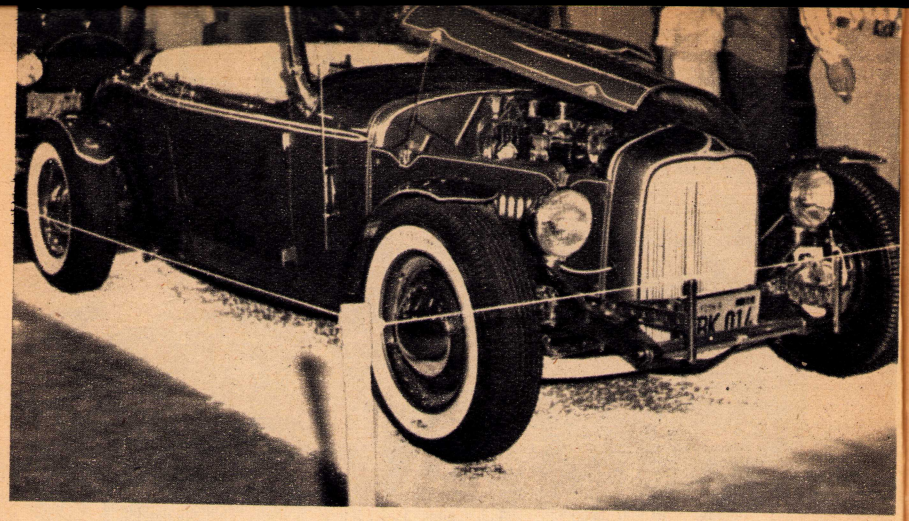
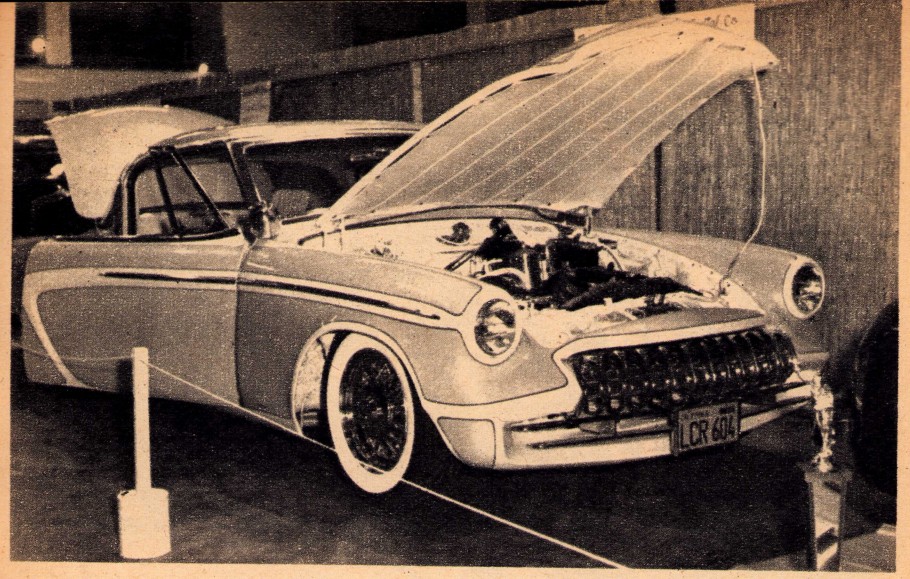
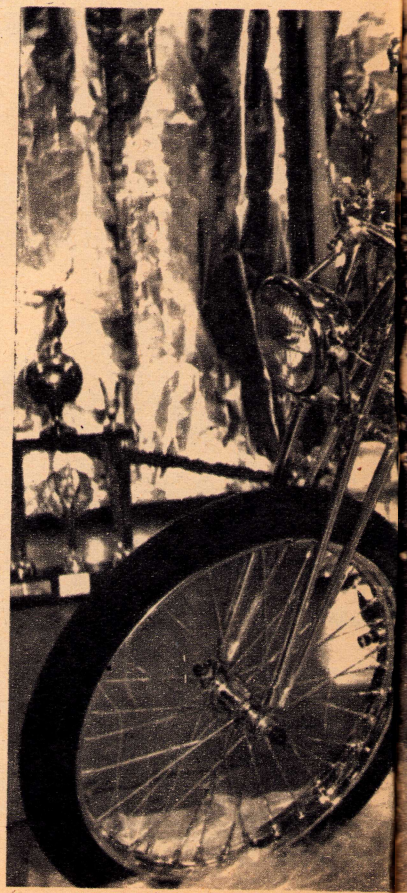




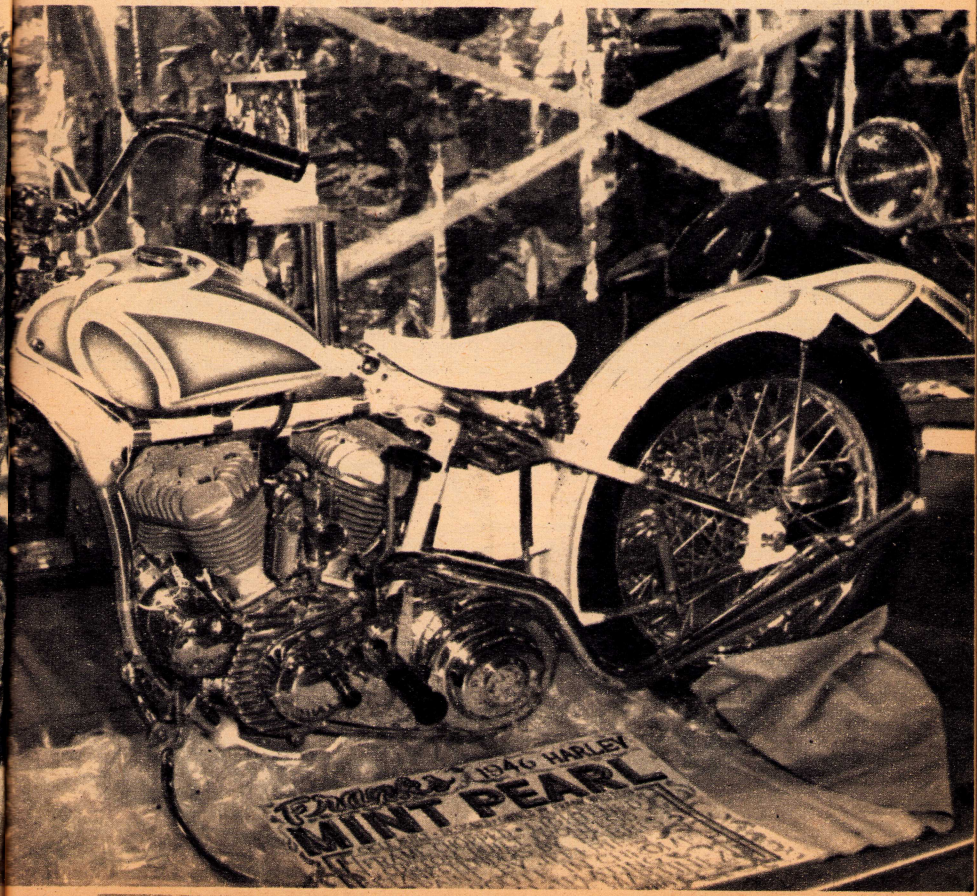

# SHOWTIME USA

Another top West Coast roadster is this '32 Ford owned and built by Tony LaMasa of Los Angeles. LaMasa, a member of the L. A. Roadsters, substituted a '57 Corvette mill for his channeled show roadster.



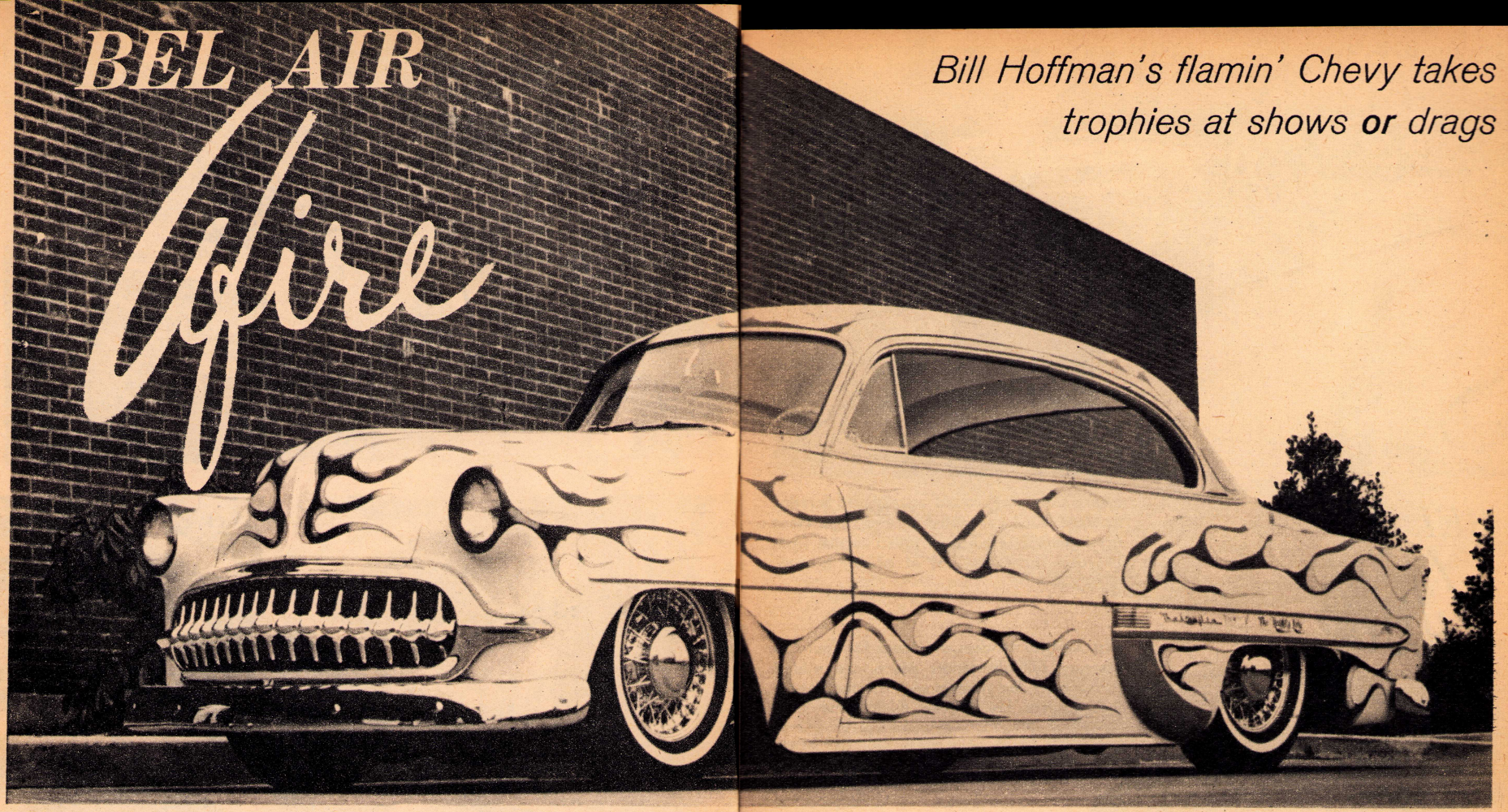
Reproduction does not do justice to shocking yellow over pearl Stude owned by Dick Gonzales, a Cut-Outs, Long Beach club member. Painted by Watson, the Stude has Chev grille, frenched lights, Cad mill.

Growing by leaps and bounds are custom cycles. Fine product is '46 Harley-Davidson owned by Frank Weston of Pasadena, Calif. Scooped tank, fender is featured, as are fully chromed engine and frame.

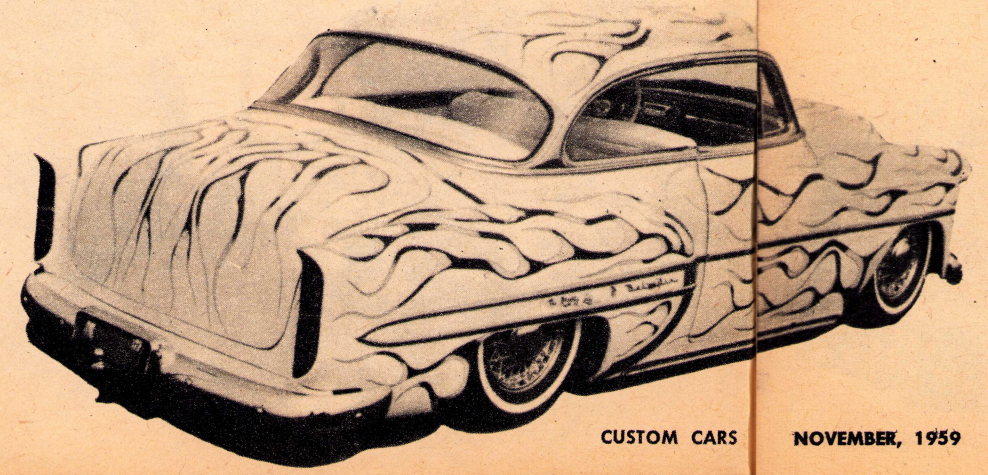


# BEL AIR Afire

*Bill Hoffman's flamin' Chevy takes trophies at shows **or** drags*



Photos by Pete Sukalac



Frantic flames of red, yellow, orange and blue over a white finish are features which attract the first glance from spectators seeing Bill Hoffman's 1953 Chevrolet Bel Air from Portland, Oregon. Flames are by Laroy.

Extreme lowering enhances lines, as do the handmade wire wheels with small caps. Front and rear bumpers are one-piece; the rear has '49 Chevrolet license bracket. Because of lowering, exhaust exits through bumper tips.



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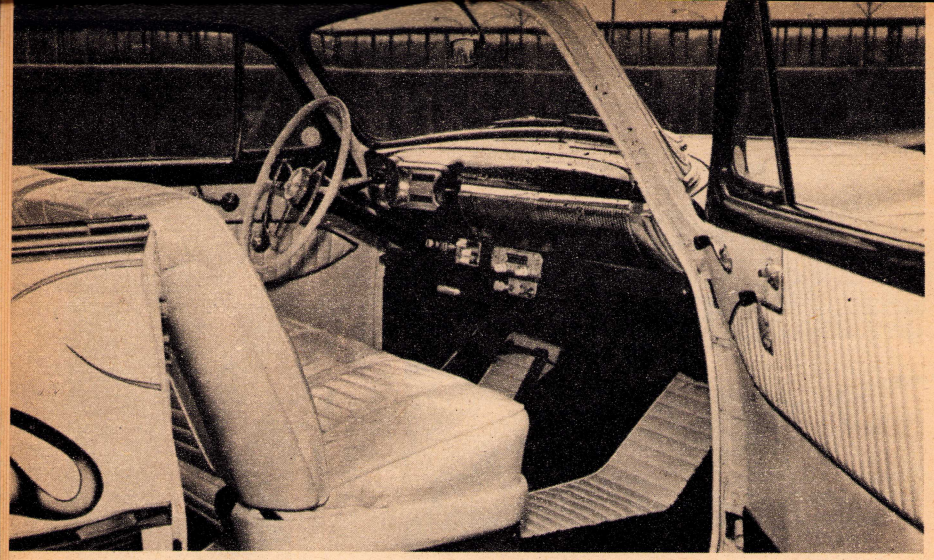
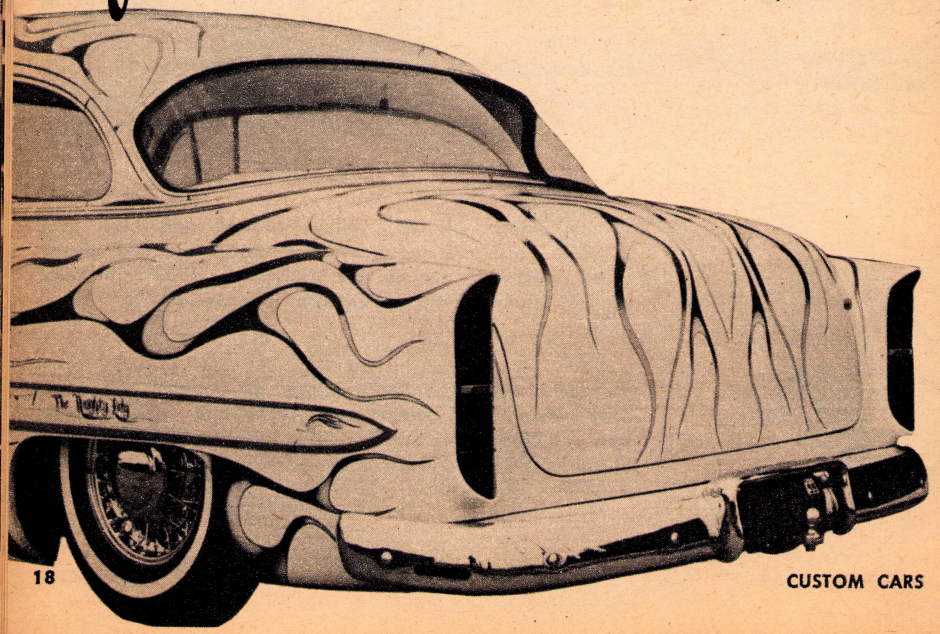


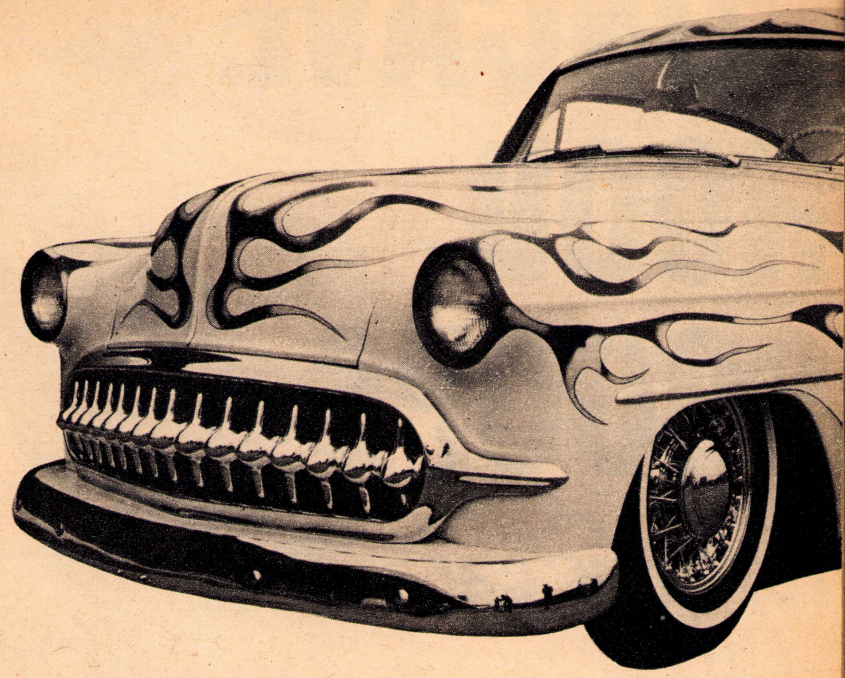
Emery Clay of Portland upholstered interior in white Vinyl contrasted by red rugs. Neat arrangement of pleated, rolled section from rug over seats into rear of interior is seen.

# BEL AIR Afire

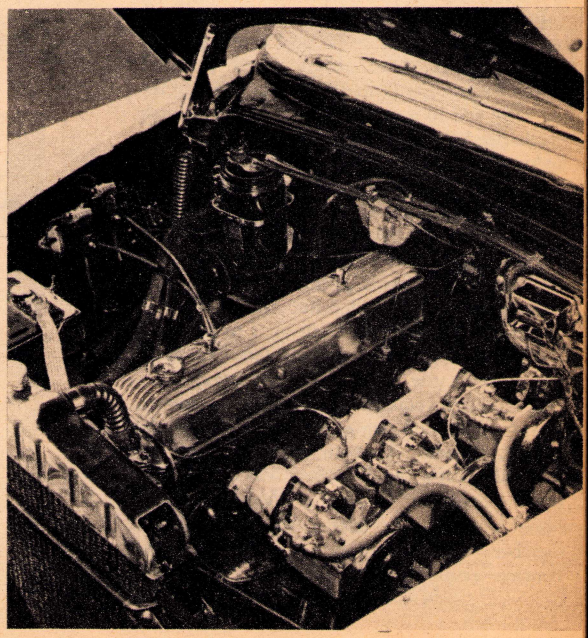
Flat, vertical fenders are ideal for four '55 Mercury taillight lenses which are added to the extended fenders with frenched openings. Lenses are spaced by chrome trim.







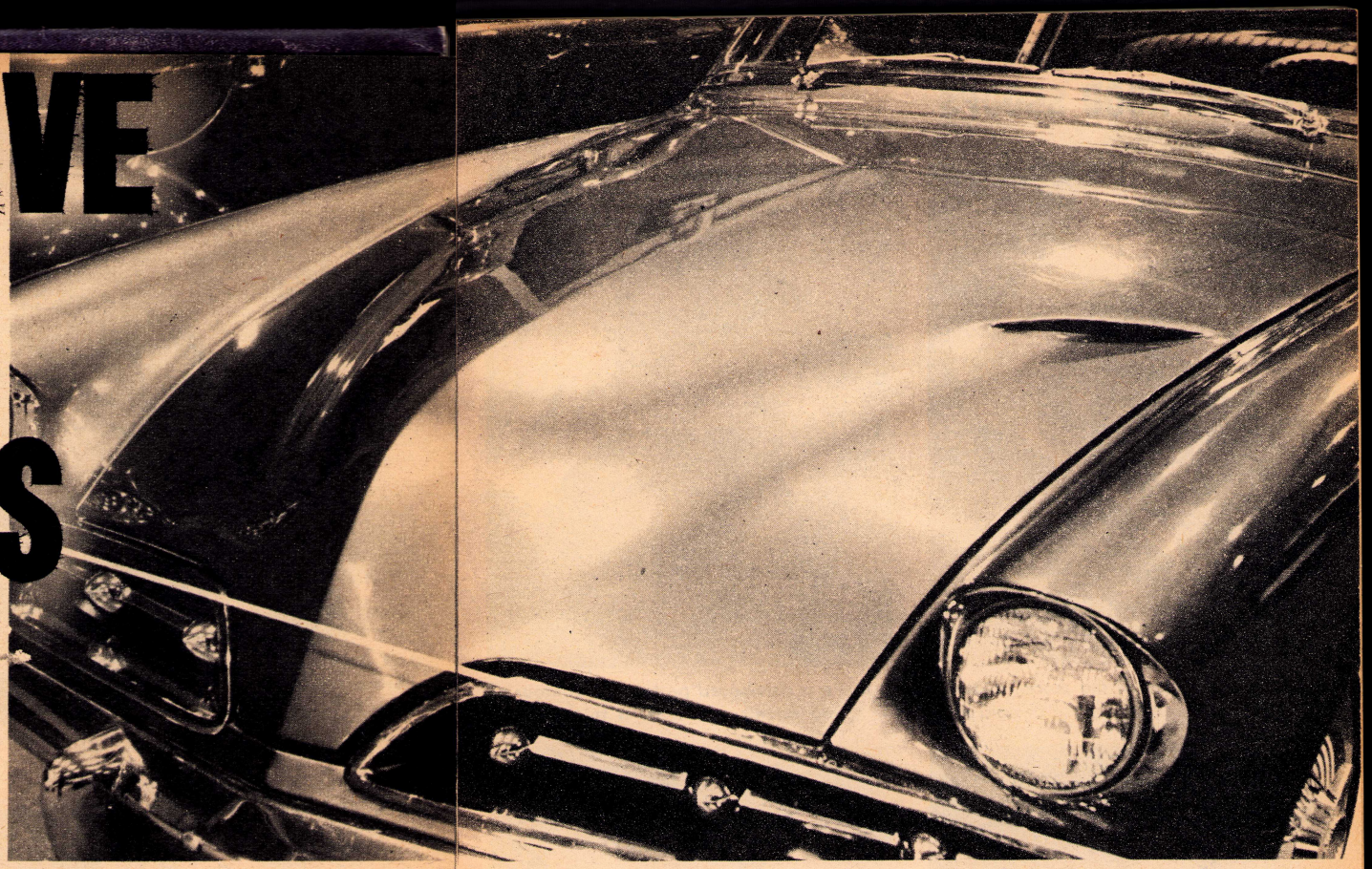
Facelifted front end utilizes a stock '53 Chevy grille with ten extra vertical teeth. Headlight rings are '54 Chev units used to aid frenching to fender. Bumper is lowered 2" for further drop in front end. Hood is bull-nosed.



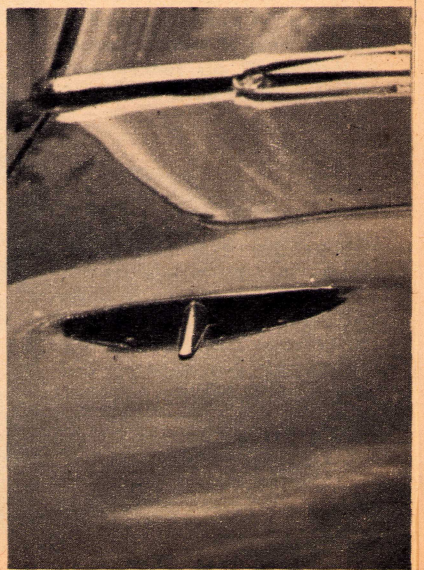
In case you think this custom doesn't go, get a look at this 214 cubic inch '57 Chev stovebolt mill. Speed goodies include '55 Corvette 3-carb set-up, 10½:1 heads, Isky cam, enlarged and polished ports. Packard trans run.

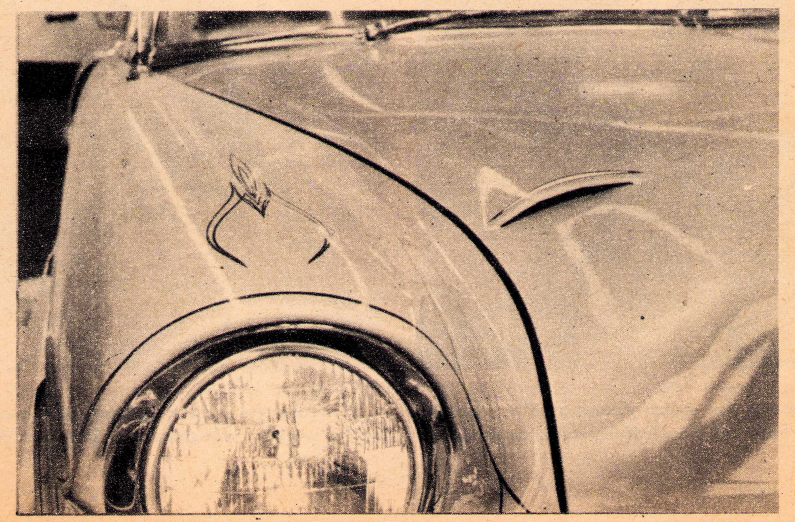
# CONCAVE HOOD SCOOPS

## *for any car*



SCOOPS DO NOT SEEM to be losing their popularity. In fact, more and more custom cars have them featured as a prominent part of their restyling. One of the most practical places for scoops is in the hood. There, they not only add to a car's beauty but also furnish much needed air to the engine compartment, making for a cooler running and better performing engine. The how-to-do-it articles on scoops we've shown in the past have been almost exclusively slanted toward building up scoops on an outer portion of a car. But the one this month has a different twist to it. It deals with cutting a slot into the hood, then concaving the metal in front of it to form the scoop opening. This method requires much less work in the form of cutting metal, brazing, etc., and requires no leading whatsoever. Various sizes and angles could be used for the scoops, blending in with the design of any particular car's hood. When selecting a spot for the scoops it is wise to check under the hood first to make sure a supporting cross-member or brace will not interfere with the concave portion of the scoop.







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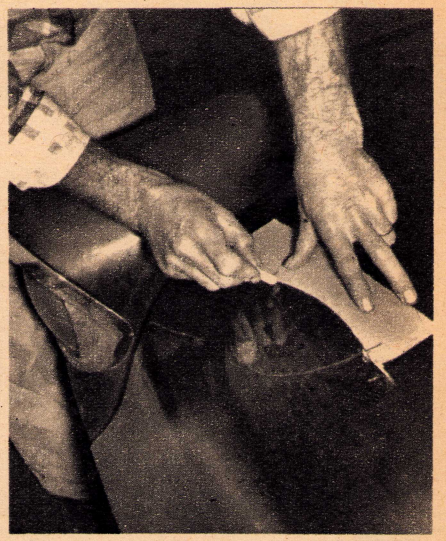
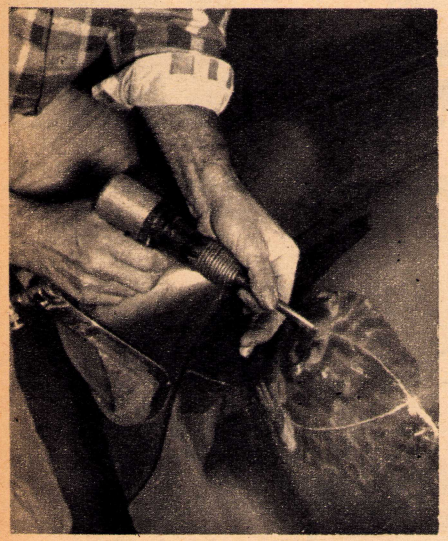
# CONCAVE HOOD SCOOPS

Photos by George Barris

1. Determine position of the scoop, measure from lower edge of the hood to desired spot.



2. Make a cardboard pattern for contour of the scoop opening, transfer it to the hood.



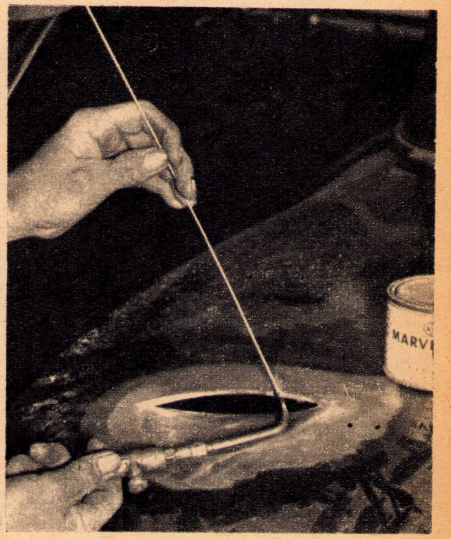
3. Cut out the scoop opening with a power chisel or hand chisel. Keep even as possible.

4. Concave the section in front of the opening by working out area with hammer/dolly.

5. Use an electric grinder with a 24 closed coat disc to clean up the reworked areas.

6. To give the scoop a smooth finish, bend ½" metal strap to contour of the opening.

7. Check the metal strap to be sure it follows the curvature of the scoop opening.



8. Braze the metal strap into position at the top, leading edge of the scoop opening.



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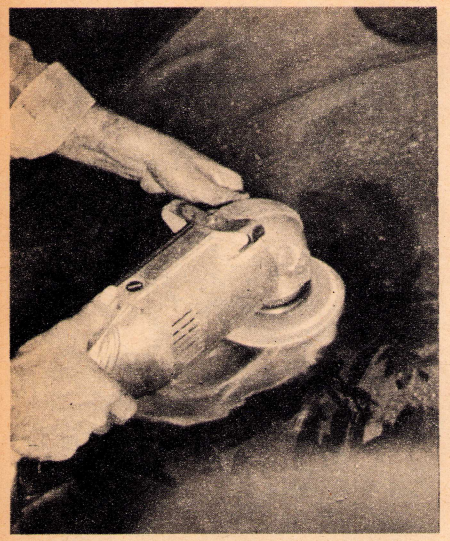
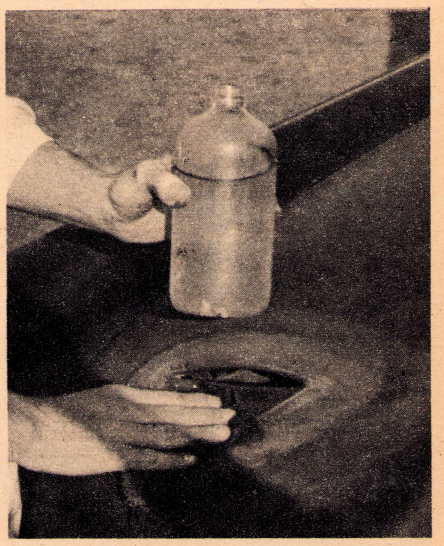
# CONCAVE HOOD SCOOPS



9. Again grind the working area semi-smooth with a grinder. This time use a #36 disc.

10. Finish surface to perfection with a Vixen file. Rotary file is used for lower section.

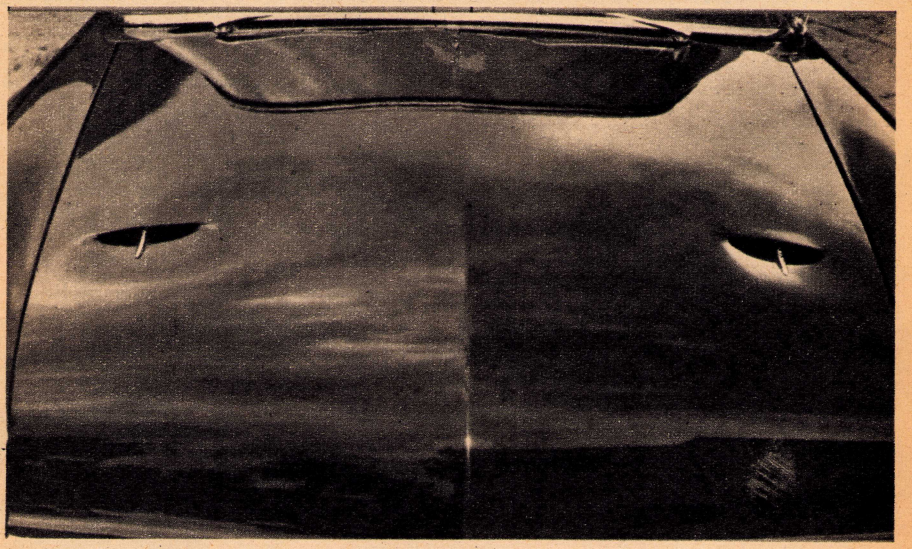
11. Sand the broken paint edges surrounding working area with 320 grit sandpaper.



12. Apply metal-prep solution to bare metal area, wiping it away immediately afterward.

13. Clean area thoroughly with wax and grease remover. Area ready for prime coats.

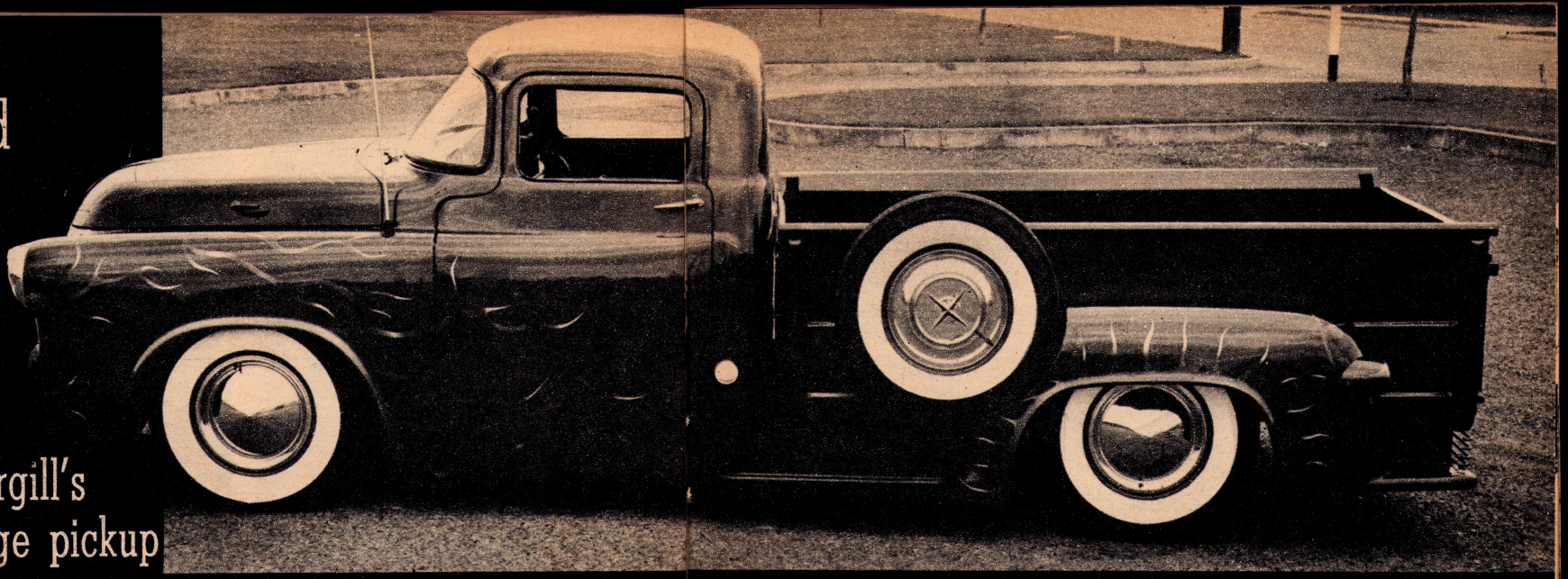
14. Spray on the primer coats, letting each coat dry and sanding well before next one.



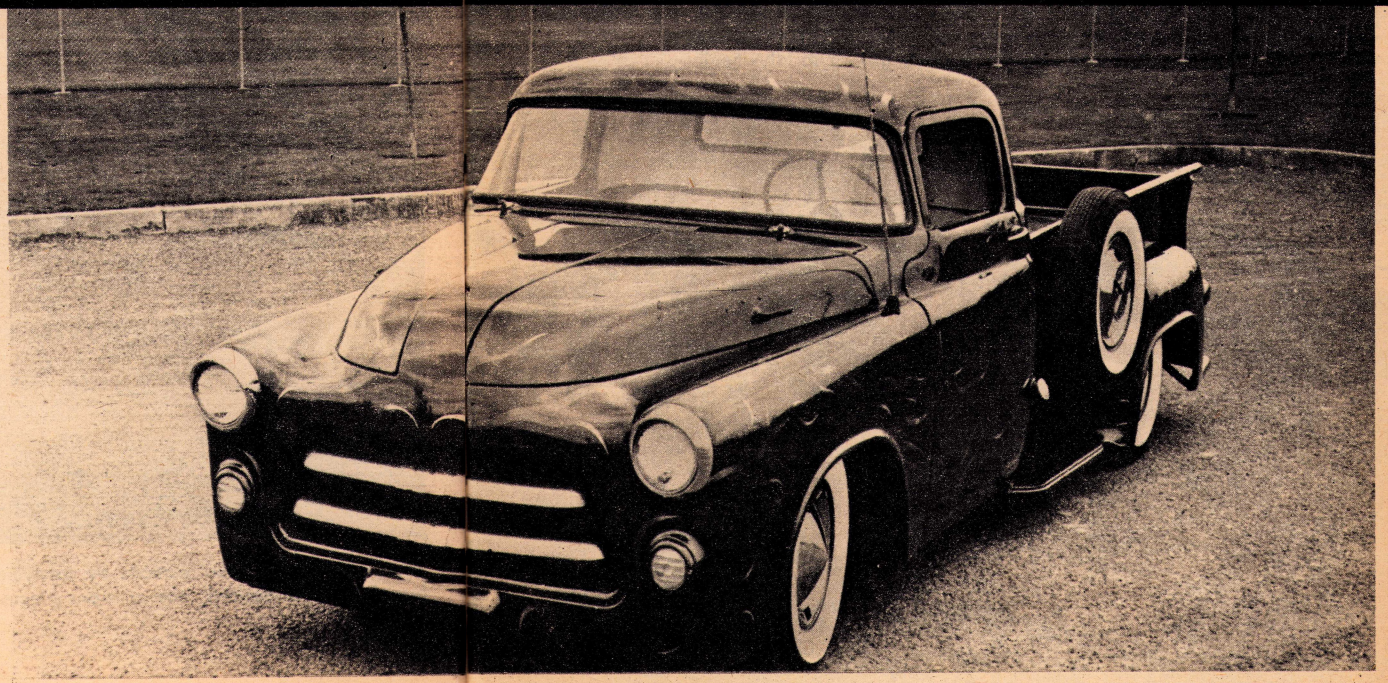
15. Complete the modifications by spraying on the finish coats of paint. If a slightly different effect is desired, one or more pieces of trim can be mounted in the scoop opening.

dropped way, way down,

Gene Cargill's '56 Dodge pickup is a real –



# ROAD HUGGIN' HAULER



Gene Cargill of Portland, Oregon attributes extremely low ground clearance of 1¾" to 3" dagoed front axle and removal of two leaves; spring is set at bottom of axle. Rear lowering is accounted for by 6" C-d frame with springs, minus 3 leaves, set at top of frame. Shocks are also on top of frame on Cargill's '56 Dodge pickup truck. Combined, the front and rear lowering gives 13" drop forward, 15" in rear. Color on Dodge is Candy Cherry, 30 coat's worth, with lime gold scallops, lime gold grille.

Photos by Pete Sukalac



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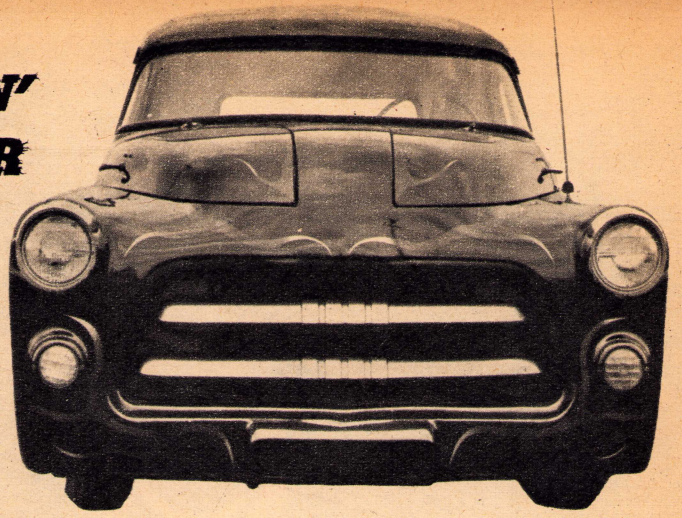
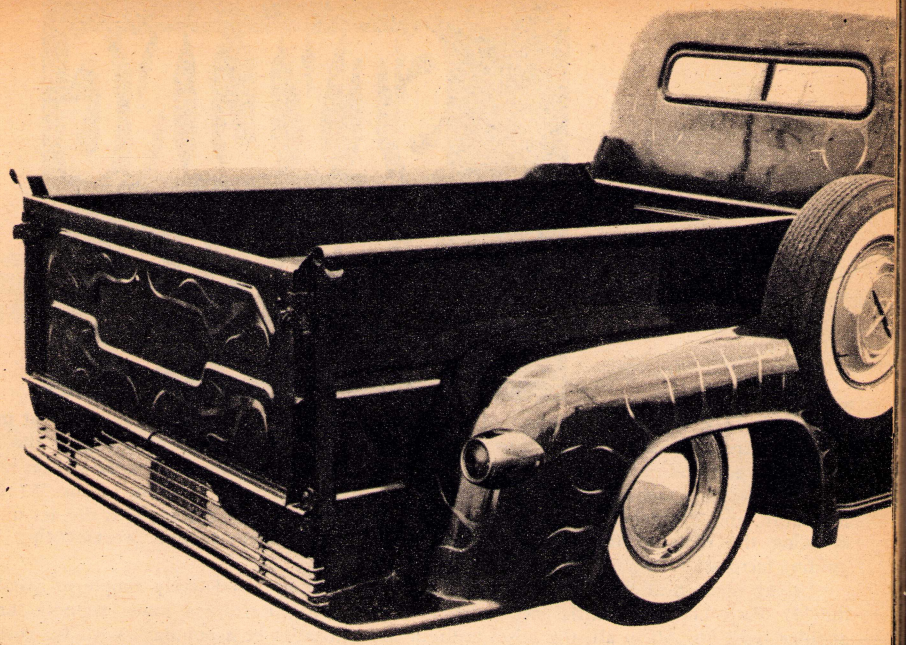
# ROAD HUGGIN' HAULER

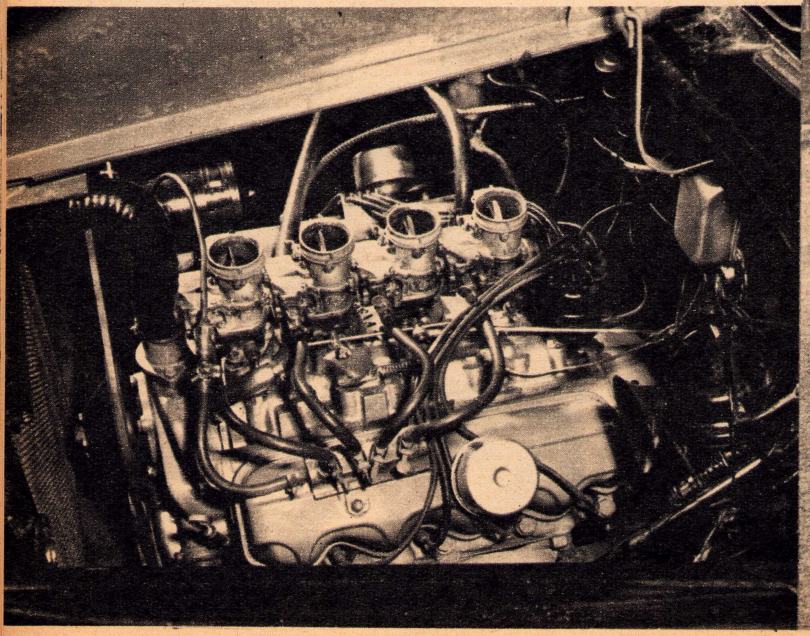


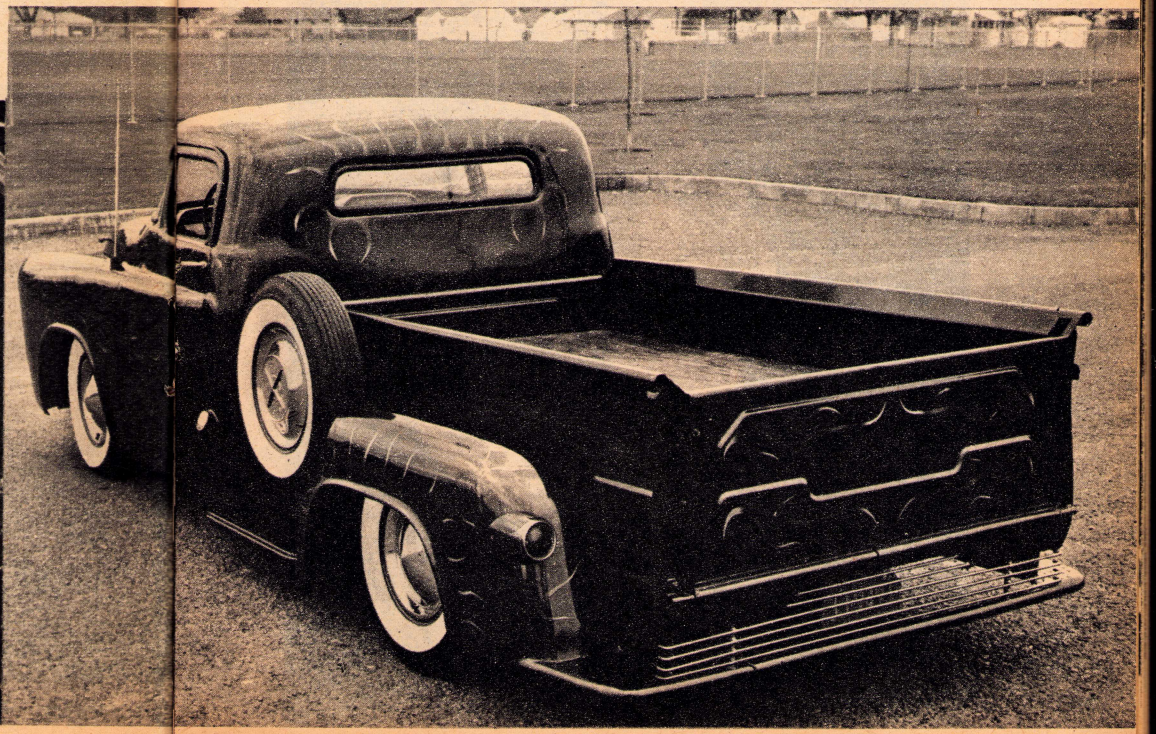
Front features molded seams on body with hood welded into one piece unit. Bumper is discarded. Lower grille pan has '49 Chevrolet license plate frame molded to it. Headlights and rims are from a '53 Studebaker. Grille is color chromed Lime Gold.



Pickup bed is dropped over the frame 3". Due to severe rear lowering tactics, there is a false floor of Mahogany added to bed. Step plates are molded to fenders with '54 Dodge panel truck taillights. Rear grille is of ⅜" cold steel rod. Cab is chopped 6" in front and 7" in rear with back waist seam hammer-shrunk. Interior is Naugahyde.

To power the low-slung hauler is a '56 Dodge "500" engine displacing 315 cubic inches. Speed equipment features 4 Stromberg 97 carburetors on Weiand manifold, 10:1 compression. Lightweight 17-lb. flywheel.

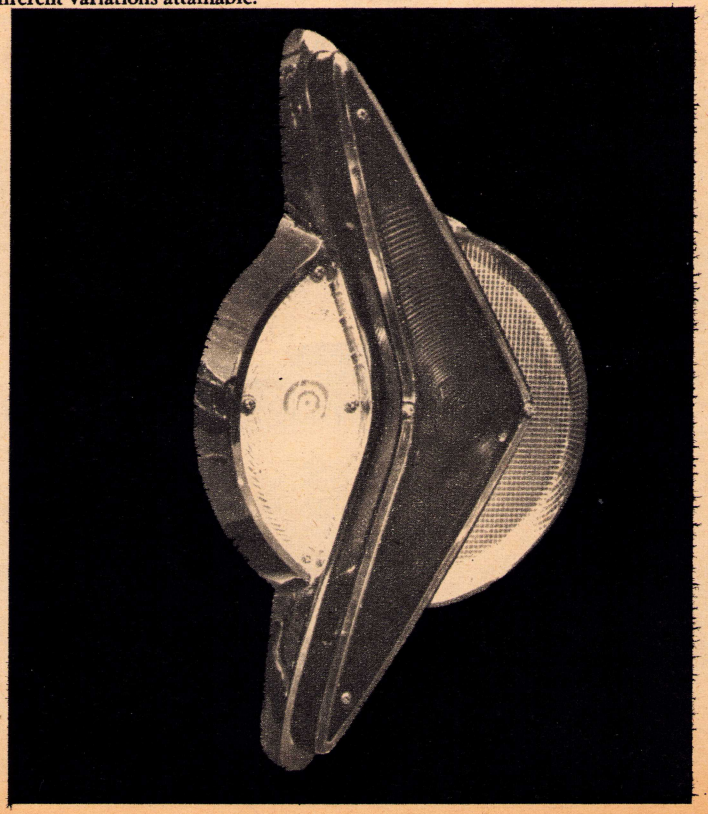


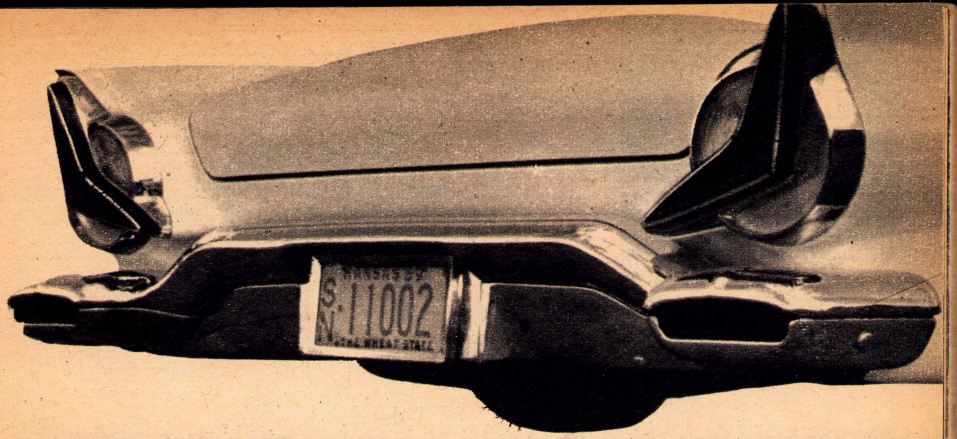


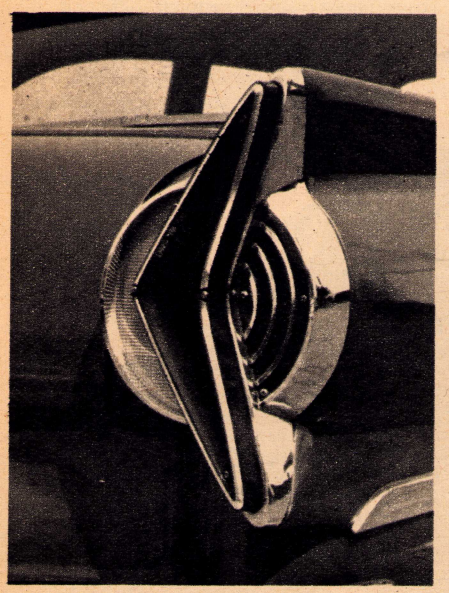
# STYLING STUDIO

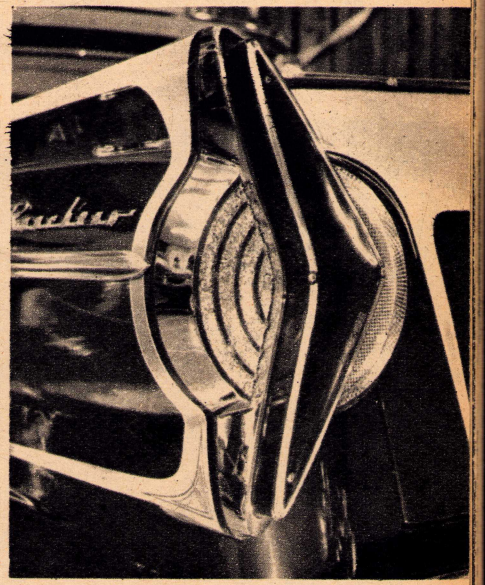
WHILE THE OVER-ALL impact of the Edsel on the automotive world is not what might be considered something of an outstanding nature, the recently bred offspring of the Ford family did give the customizers something to shout about. That something is the station wagon taillight assembly, which is currently being employed by timely restylers of the '57 Ford, Ranchero, and Thunderbird automobiles. Other customizers are getting into the act too, by adapting the units to various makes and models, with ingenuity and workmanship their guiding factors.

Unlike many taillight conversions, the Edsel wagon unit is relatively simple to install on the '57 Ford family. A little metalwork is required to construct a lower support for the angular light fin. All in all, the Edsel taillight has proven to be a popular switch for customs, with many different variations attainable.









Use of the Edsel taillights as restyling material really came into full swing when customizers started changing the rear end appearance of the 1957 Thunderbird, which proved to be a natural habitat for the units. Reversed, these lights match fender lines.

As go the 1957 'Birds, so goes the standard models. Finned fenders lend nice setting for units. Lower fin is attached to a built-up section molded to the fender panel. A simple switch such as this often gives much more 'custom appeal' than radical work.

Another favorite spot for the Edsel lights is the 1957 Ford Ranchero. This particular custom was one of the first receiving such light changeover. Stock lens and housing is personalized by the addition of glitter. Once again, ridge is built to support light fin.

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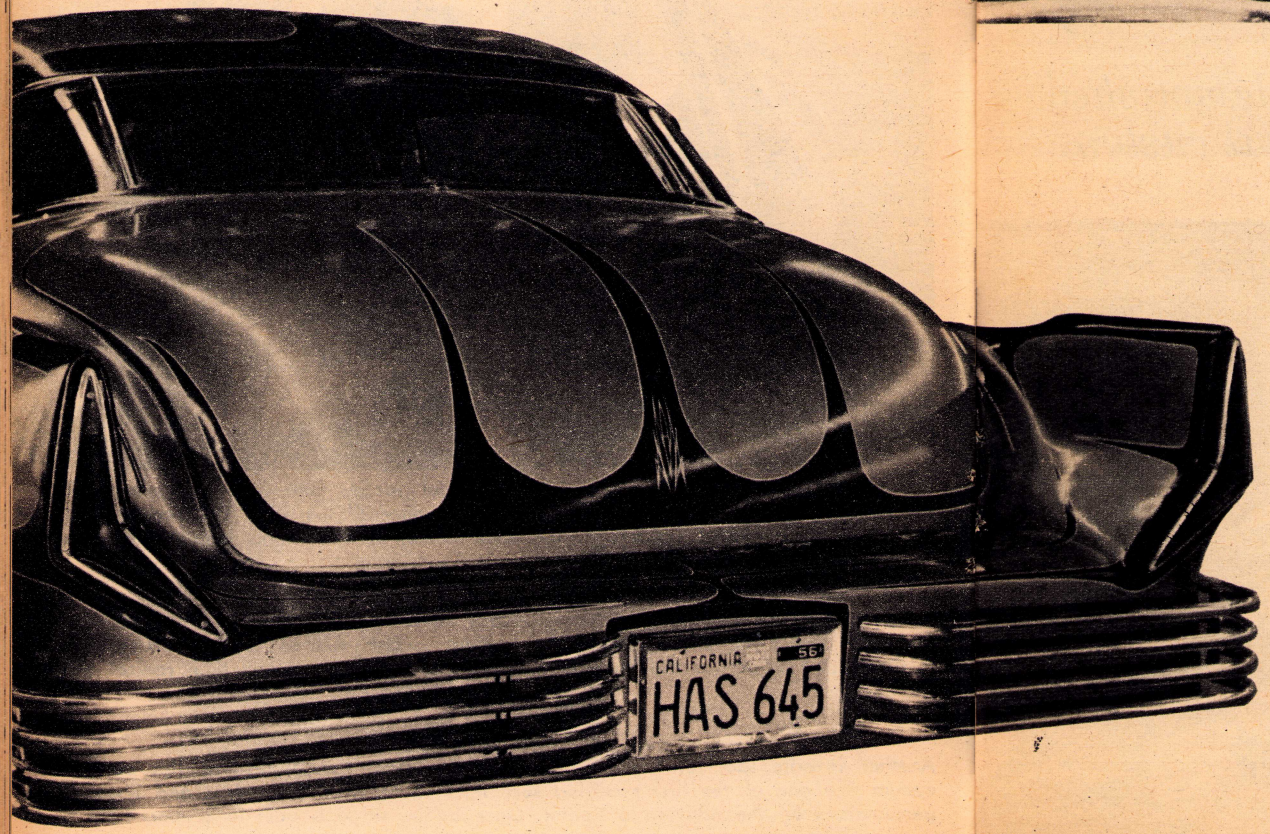
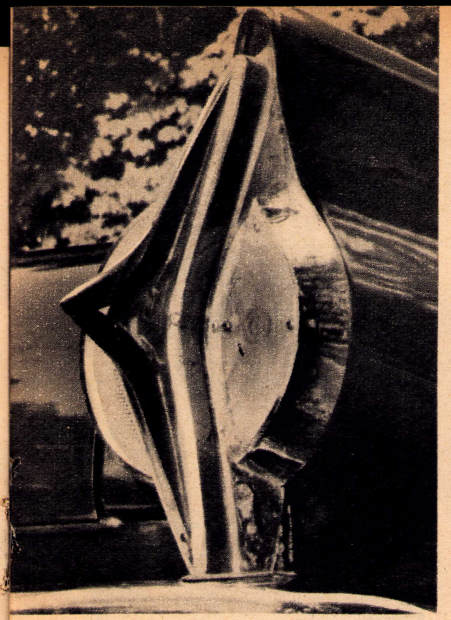
# STYLING STUDIO

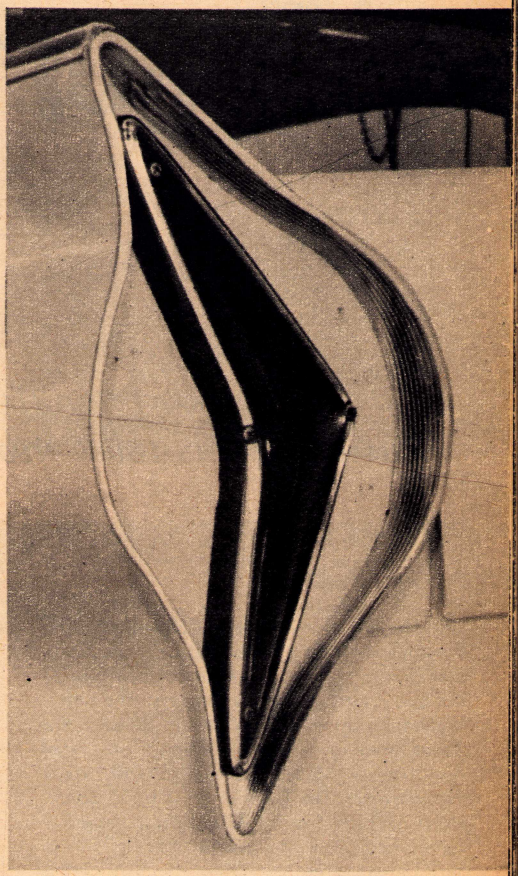
Custom ingenuity shows itself on this '57 Ford with Edsel taillights. While positioning is of standard custom nature, note special plastic fin.

FAR RIGHT • A new twist to the '57 Ford switch is found here. Round border sections discarded, and lens is set into specially constructed cavity.

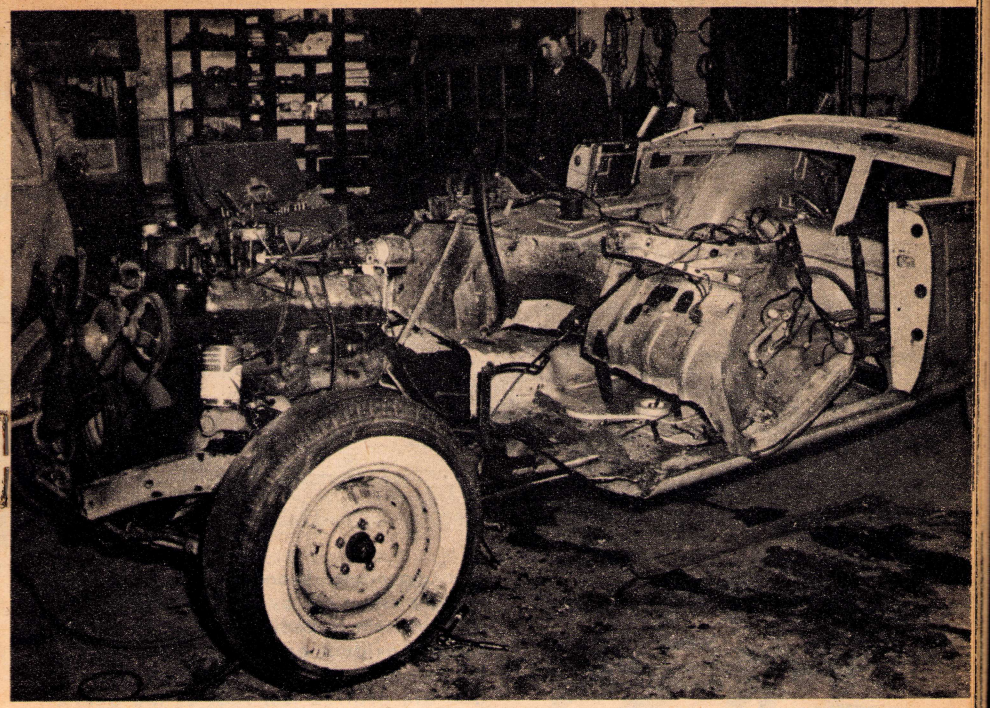
Below, we see another novel idea for the Edsel lenses. Since customizer finned the fenders on this early Chevrolet, it was decided to install the lens units alone in the fins. Actually, the lights could be used ingeniously in a number of customs.





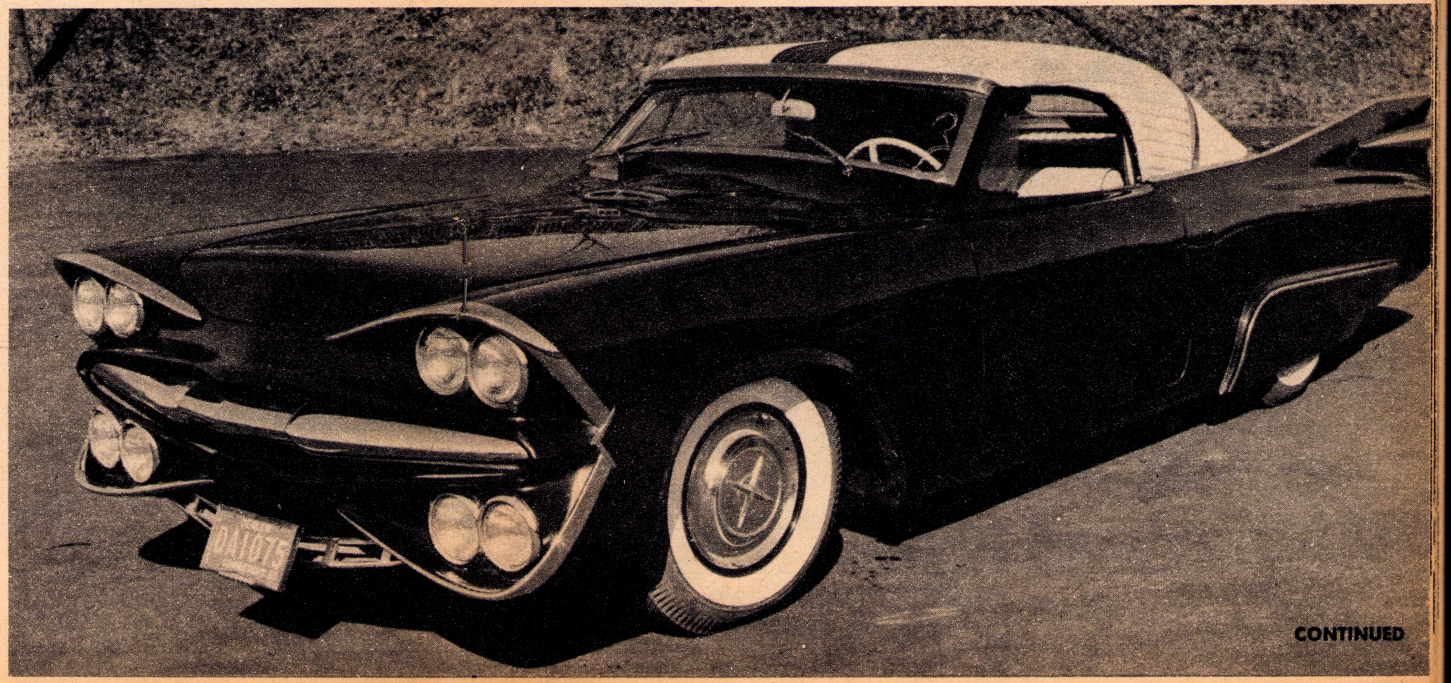
# FROM WRECK TO RUNABOUT



## *John Hychko transforms a demolished Stude into East's most radical custom*

Photos by Enrico Guerrera

John Hychko of Waterbury, Connecticut, who is owner of Valley Auto Body custom shop, has already gained a reputation as one of the East coast's best customizers. The latest Hychko creation does much to bolster this claim, named "The Polynesian," this wild new custom started as the totaled wreck shown above. The foundation is a '56 Studebaker Golden Hawk. Body was completely demolished, but the frame was left in a fairly reasonable condition. Hychko claims that he constructed this custom with a blending of present day lines and a touch of the futuristic. Since being introduced to the custom public, it has garnered many top show trophies in the Eastern circuit.





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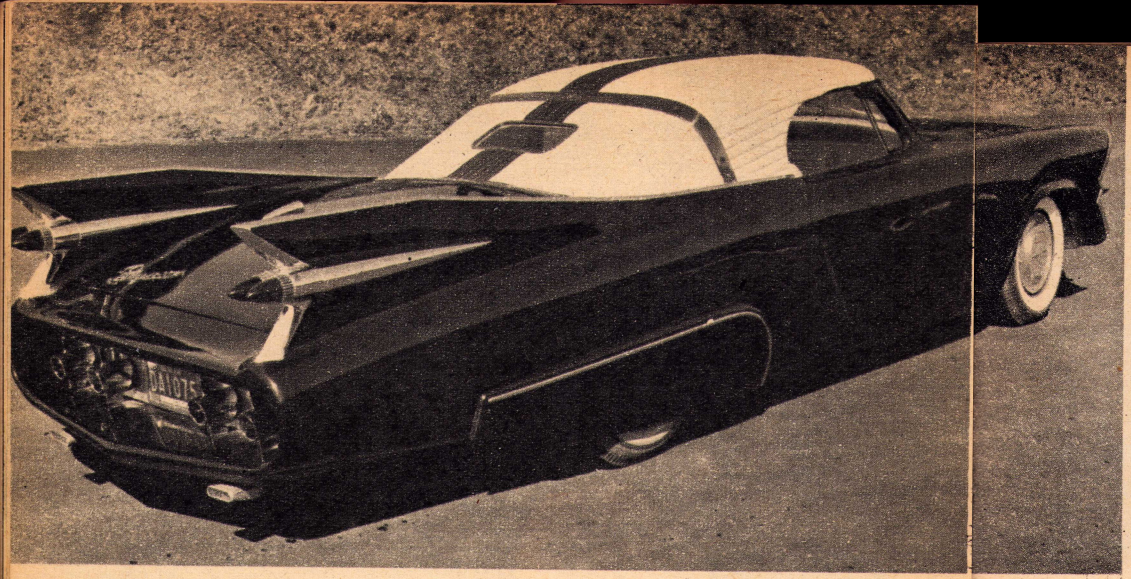
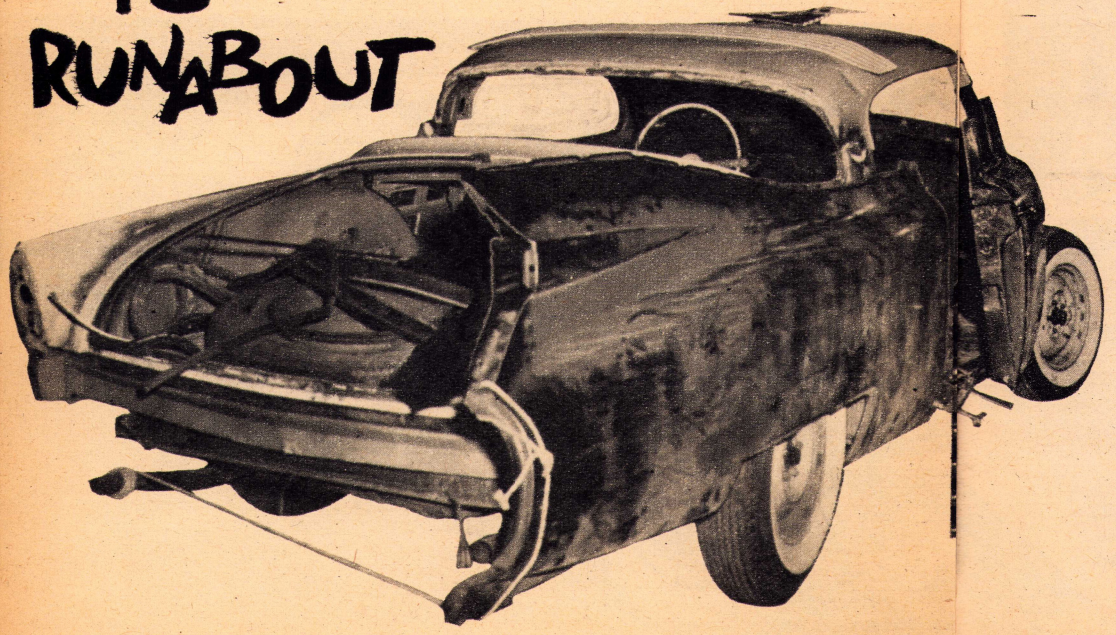
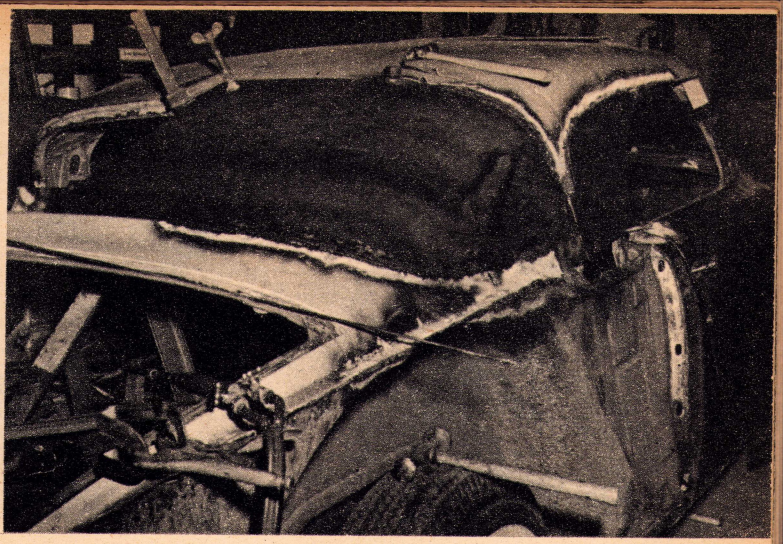


# FROM WRECK TO RUNABOUT

First appearance is one of extreme lowness brought about not by chassis lowering, but by placement of body panels on the frame. Clearly evident are 1959 Cadillac rear fender assemblies. These units are complete and are grafted just rear of the doors.

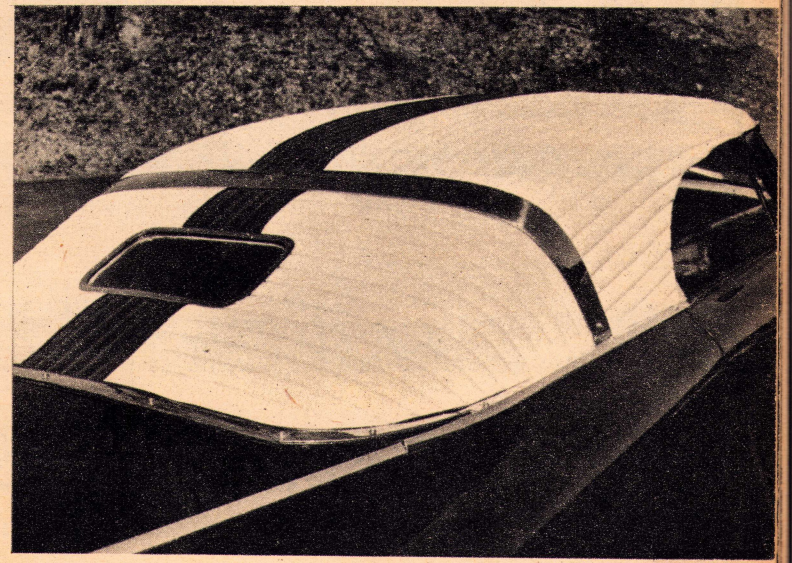






After towing the totaled Stude to his shop, Hychko's first step was to chop the top a total of 5 inches; when welded back into position, the large rear opening was covered by metal. Later, smaller convertible window was added.

Here is the completed installation. The rear window and door are reformed on the 5-inch chopped top. It is covered with white and maroon pleated and rolled Naugahyde panels. This is separated by a stock convertible trim piece.





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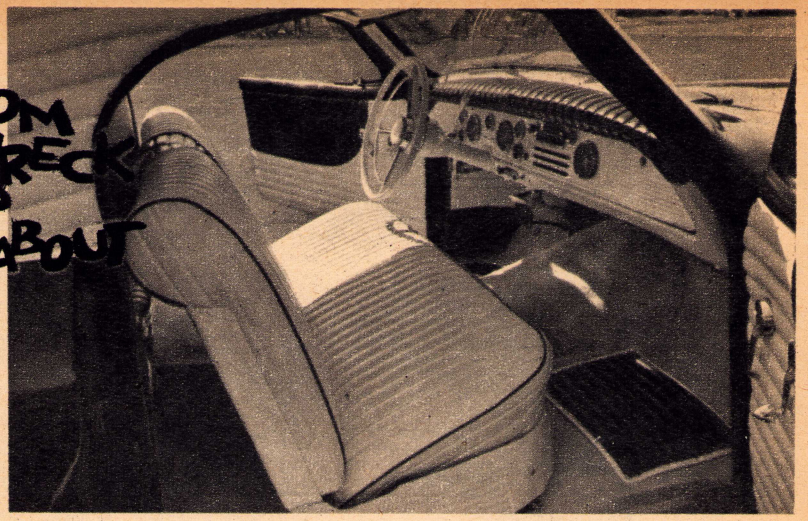
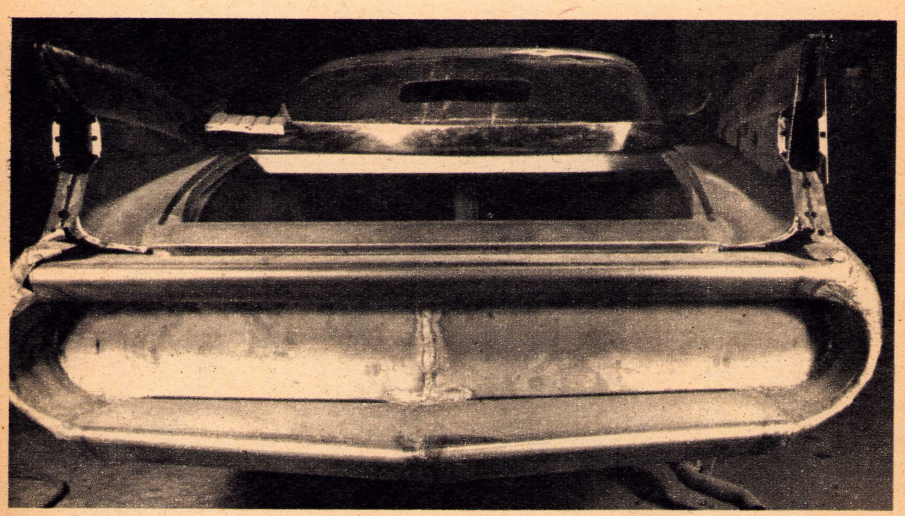
# FROM WRECK TO RUNABOUT

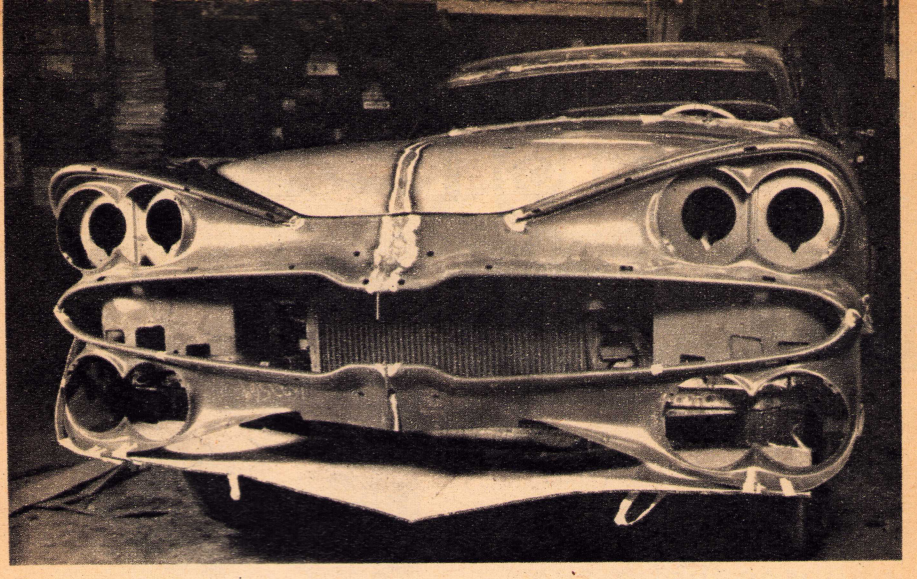


Harold Block of Waterbury, Conn. was commissioned to stitch upholstery. Interior is of white and maroon Naugahyde covered foam rubber. Stock Studebaker dash is safety padded in same motif. Block also upholstered top in a matching scheme.



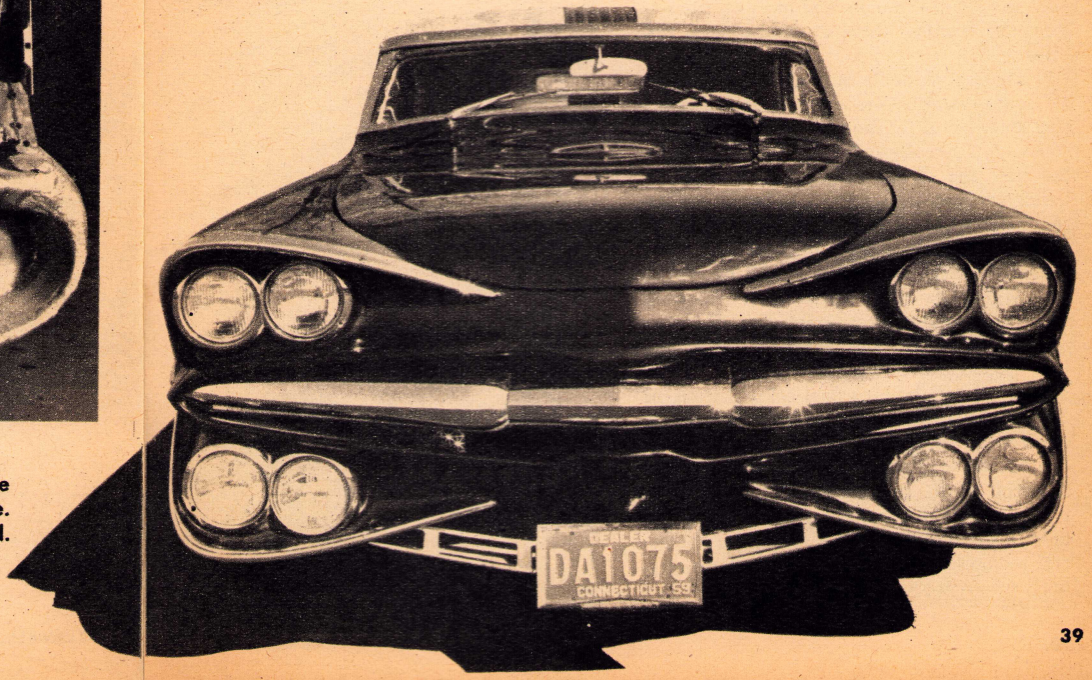
Nestled between the Cad rear quarter sections in rear is a handformed rear grille shell constructed of tube and sheet metal. The trunk lid is a sectioned Cad piece. A convertible screw-type jack raises deck. '57 Mercury Turnpike skirts are installed.





To balance the wild rear end, Hychko welded into one-piece two '59 Dodge front end assemblies. The hood, also a 1959 Dodge unit is pancake style, sectioned 5 inches. A special lower splash pan was constructed of metal resembling cardboard mock-up.

First it was two headlights, then four. Hychko's deep maroon lacquered 'Polynesian' features eight lamp units in Dodge fender assemblies. Filling the grille cavity is a 1953 Ford center grille bar. Construction took about eight weeks of continuous work.



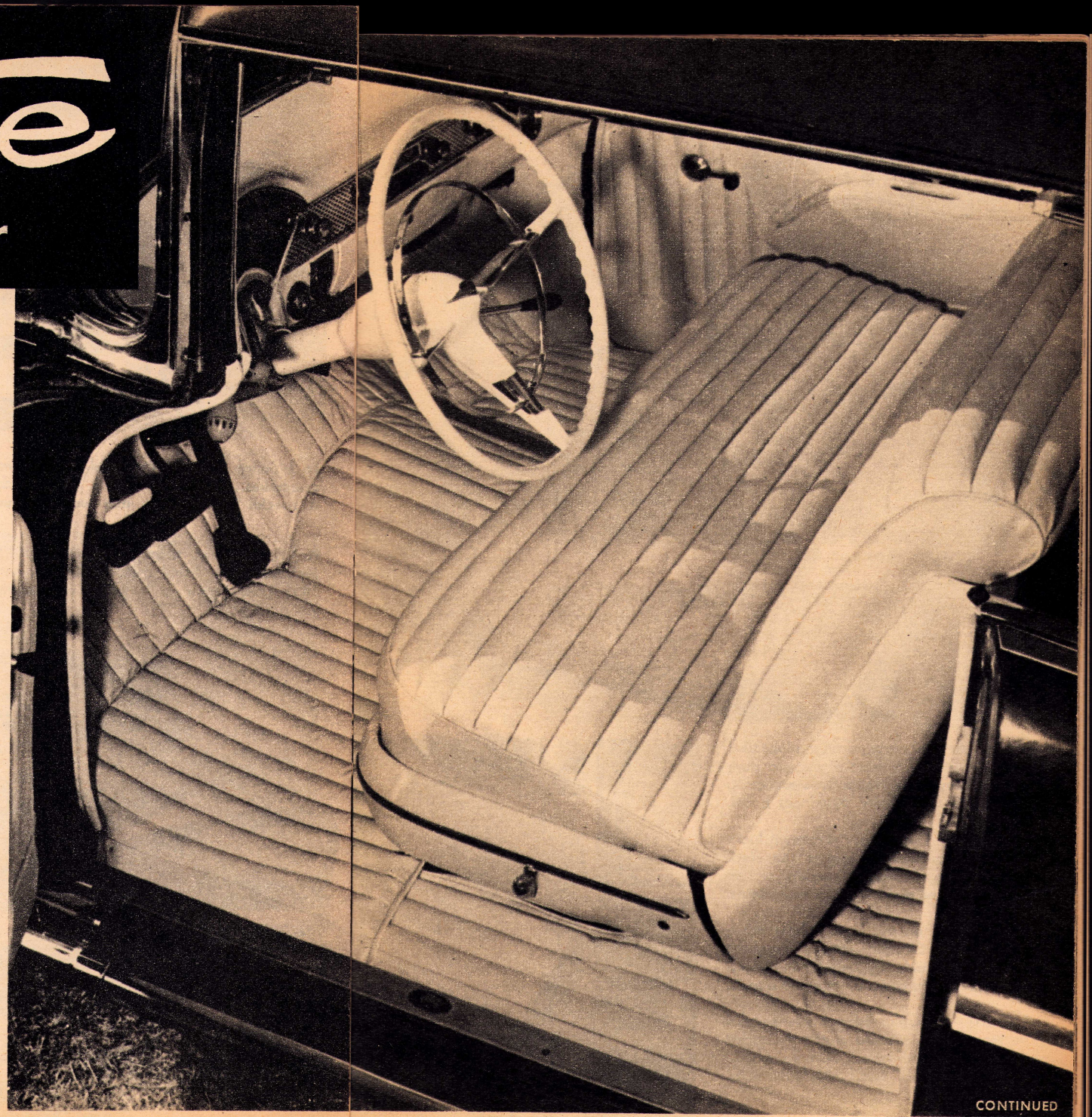
# White is the color

## With the trend toward solid white interiors - it's the patterns that make the difference

WHITE INTERIOR UPHOLSTERY cannot be classified as the latest fad. It is not a fad in the way that we know tubular grilles, bullet customizing, and scallop painting. It is however appearing more and more on customized cars bearing these aforementioned features.

There are no doubt several reasons for an all white interior. One might be that they are the epitome of a spotlessly maintained interior. Another might be that the white color enhances the cockpit area far better than a harmonizing color scheme similar to the exterior paint hues. But, one of the best reasons for turning to the one-color white upholstery route lies with the fact that it will harmonize with almost any color available. We know of many custom owners who change the color scheme of their car with every new show season. This is one of the reasons. If the owner is uncertain of the car's final color scheme, he can rest assured that whatever he might decide, an all-white interior will look sharp.

Since there can't be any variation in the color of white, the difference interior wise, must lie with the pattern as stitched by the upholstery shop, Through Custom Cars Magazine's camera, here are the best of those varying patterns for white interiors.



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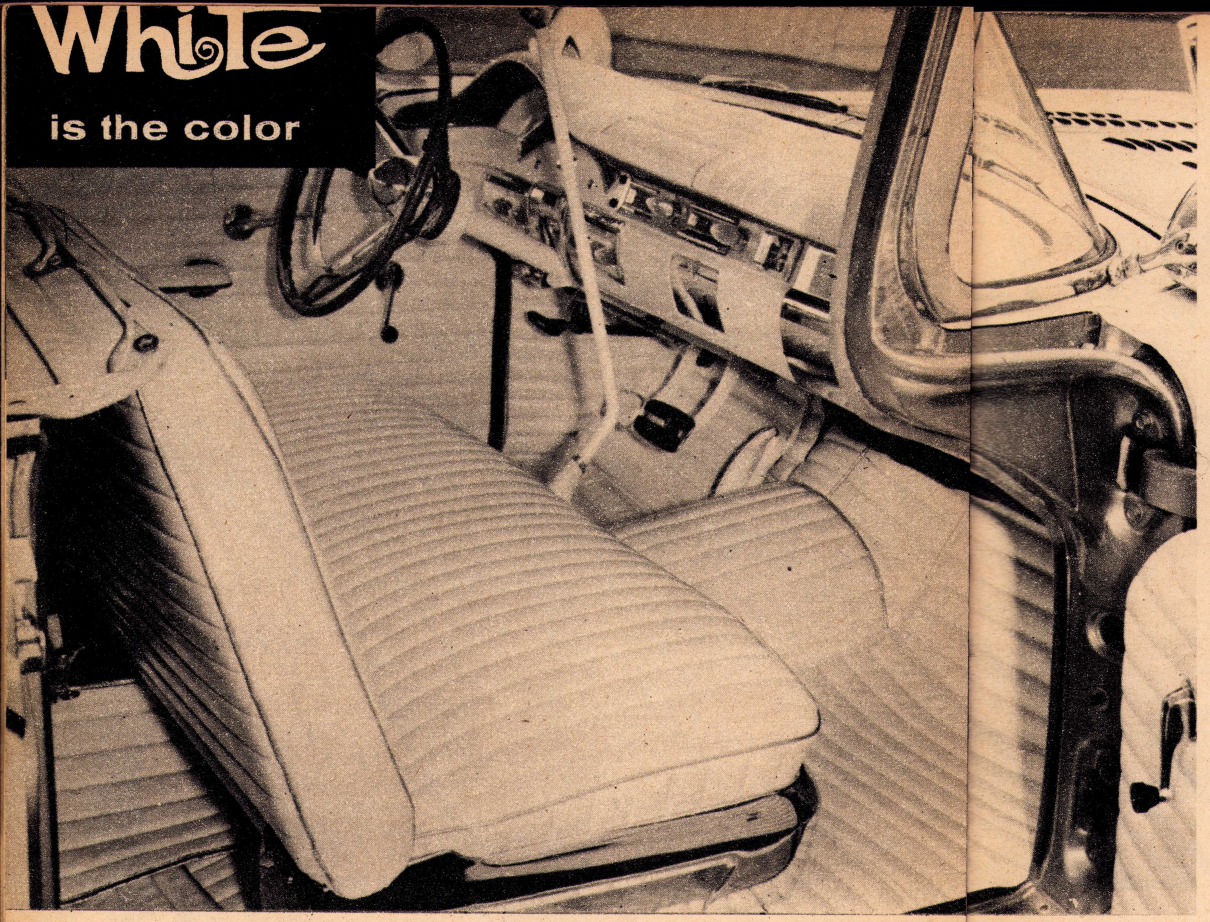

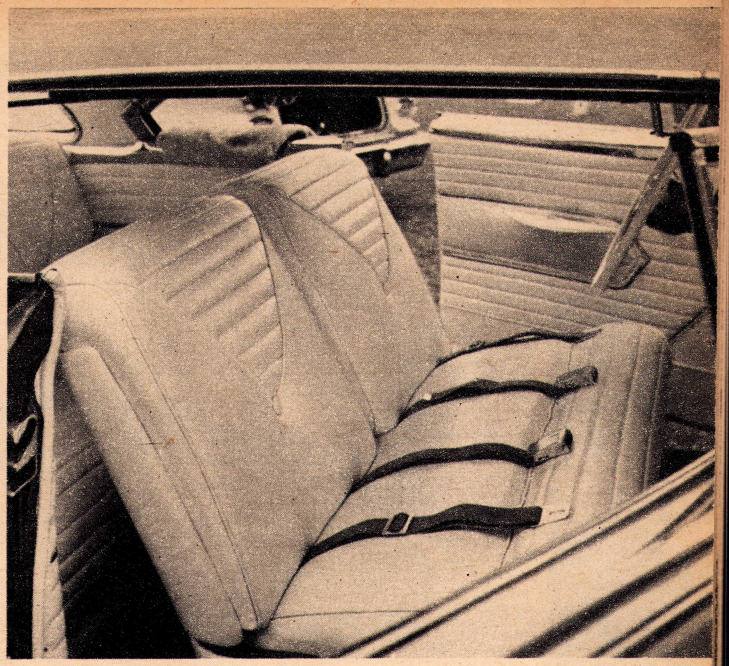

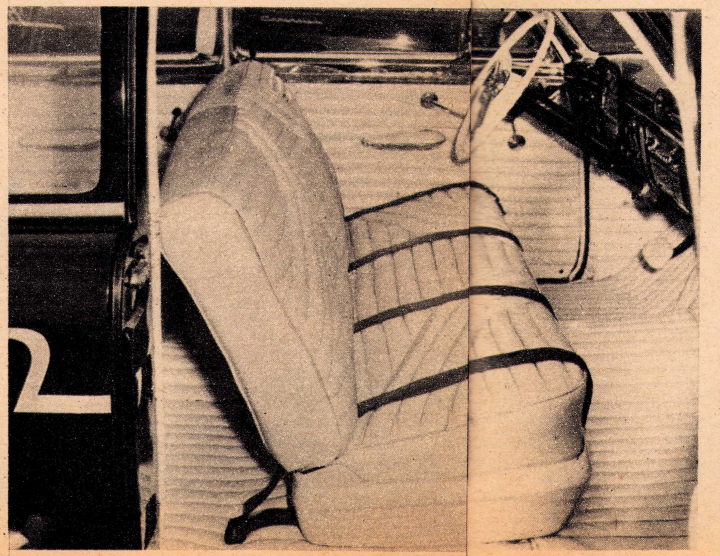

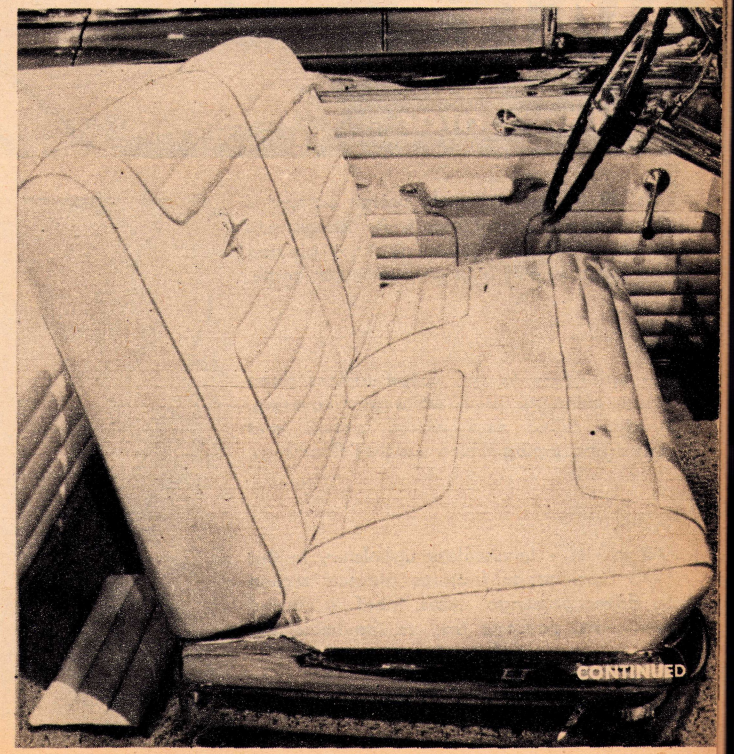

Basic motif here is perpendicular placement of pleats and rolls. Instead of using a dark rug, owner has white Naugahyde section to add emphasis and beauty. Note seat backs.

UPPER RIGHT • This interior treatment looks almost stock because it retains the stock upholstery design. Simple pleated section in V-shape graces plain white covered seats.

RIGHT • Design on this Ford utilizes many pleats and rolls. Straight sections across the front seat are broken by angular insertions. The doors and rugs are plain pleated panels.

FAR RIGHT • Beautiful interior scheme uses white Naugahyde covered seats with added panels pleated and rolled. Sections extend down front of seats. Note decorative stars.

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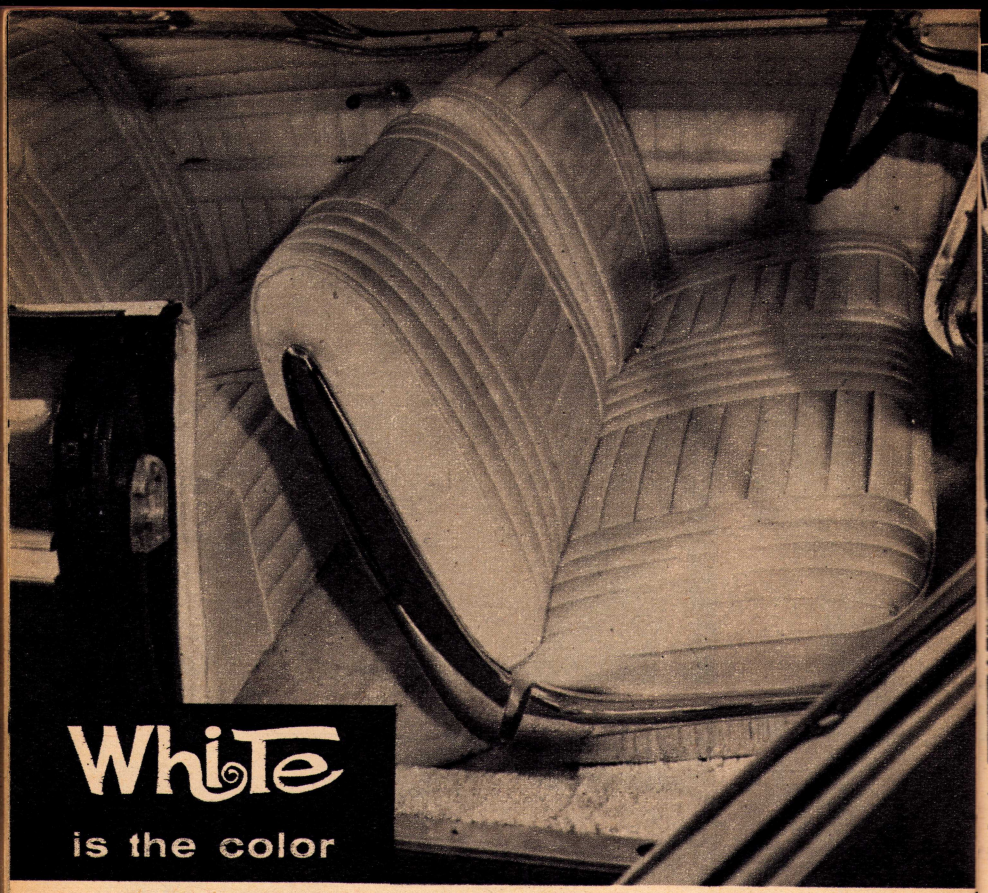
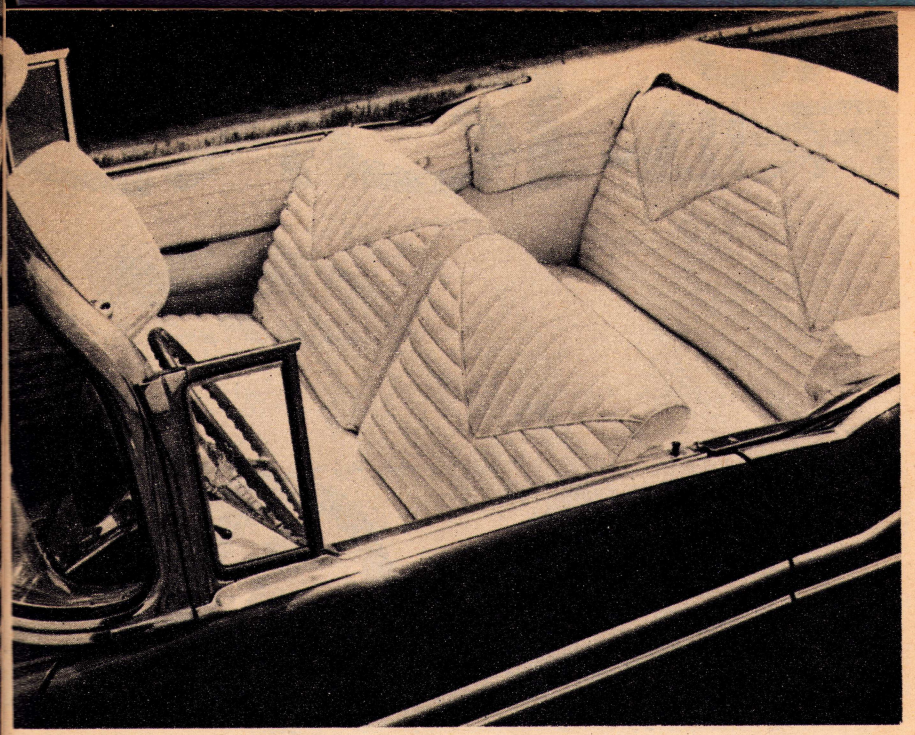
# White is the color



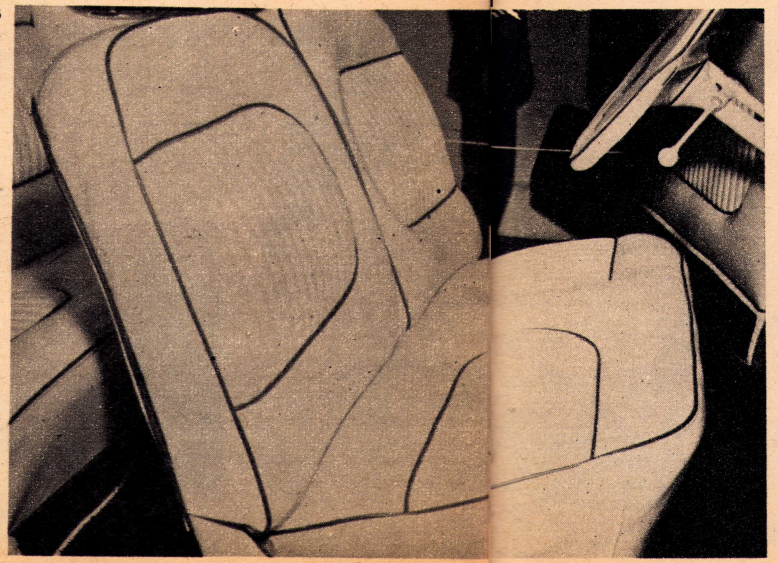
This '58 Chevrolet Impala design pattern is enhanced with immaculate white Naugahyde upholstery. Custom layout features pleated and rolled panels at a perpendicular angle.

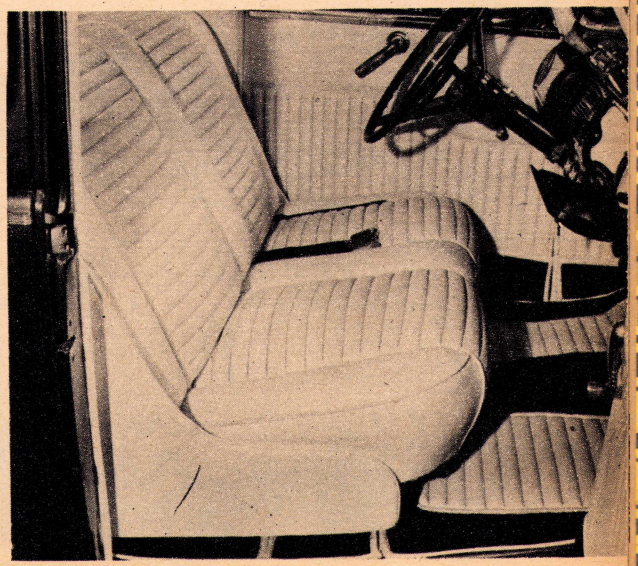
The upholstery in this coupe utilizes three design elements: plain white seat covering, inserted rolled and tucked panels and contrasting piping which matches floor rugs.

FAR RIGHT • Immaculate upholstery in this 1940 Ford coupe features pleated section on driver/passenger sides. Motif is carried over seats, package tray, to the headliner.



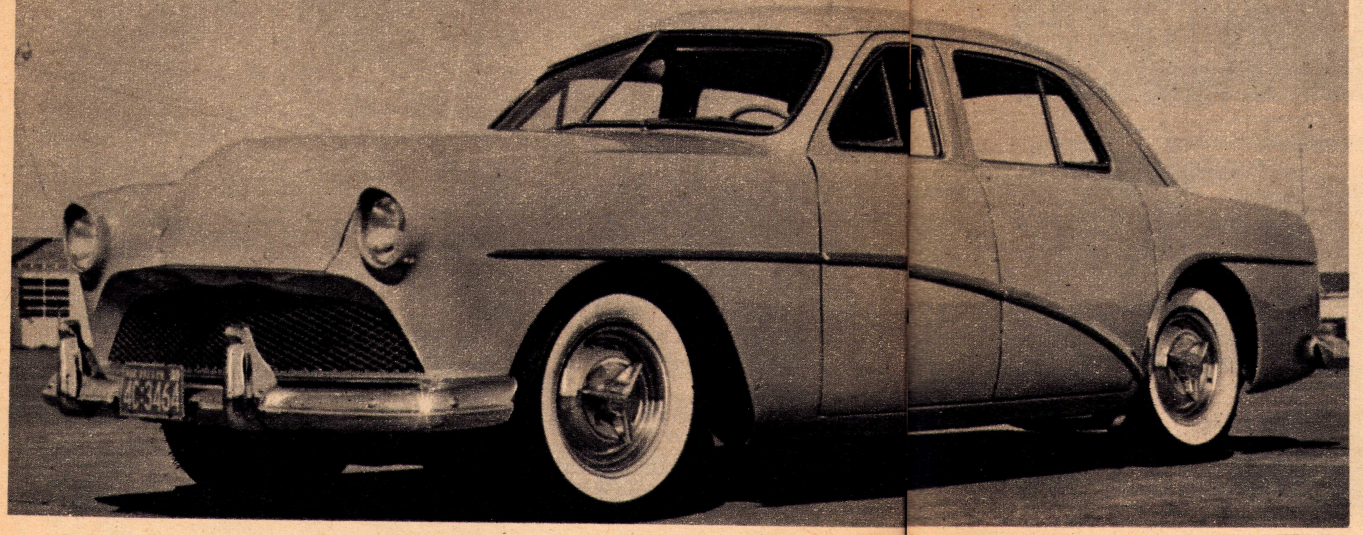
The epitome of contrasting pleated and rolled sections is found on this 1956 Chevrolet convertible. Design could be termed a partial diamond or a three-pointed crown depending on which end you interpret it. Note pleated and rolled sun visor upholstering.



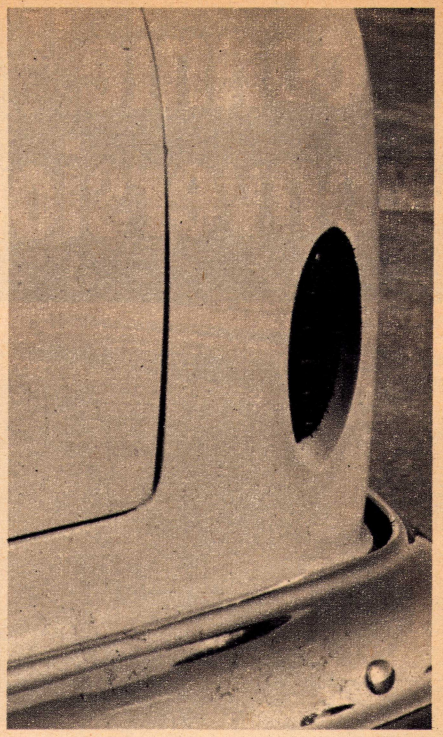


# NO FRILL FORD

## Delane Smith believes in "clean line" restyling



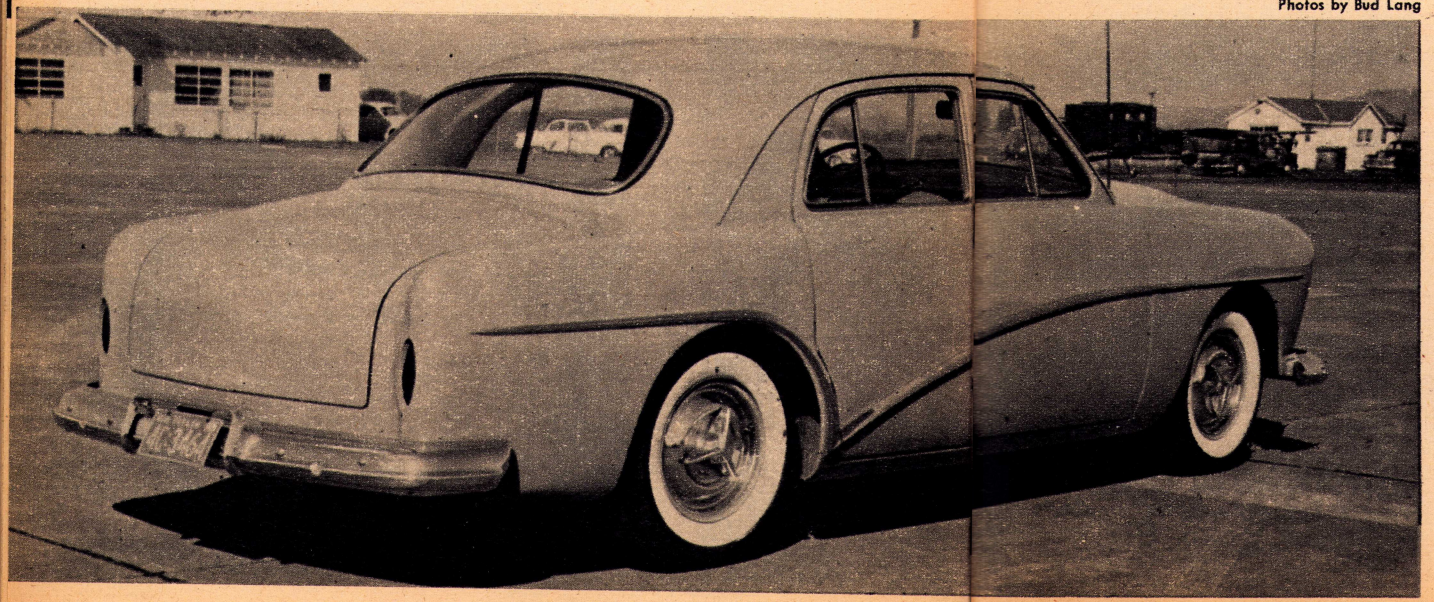
Delane Smith of McMinnville, Oregon utilized custom services of Porter's Body Shop in that city to customize his '51 Ford sedan. Grille on Persimmon lacquered beauty is of mesh screen; front, rear wheel openings are radiused. '54 Buick spear trim is used.

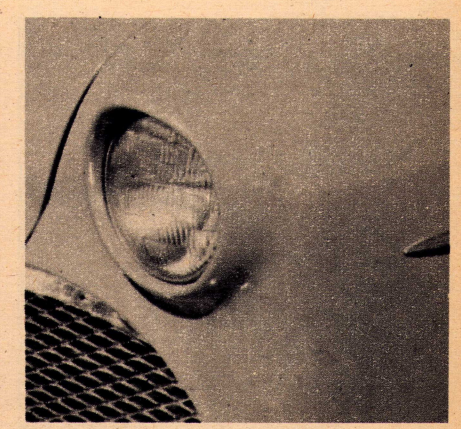


Doors and trunk are now operated with an electric solenoid system. A powerful 296 c.i. '49 Ford with speed equipment is run.

For smoothest possible appearance, Smith chose to use '49 Ford taillight lenses in a vertical position and tunneled into fender.

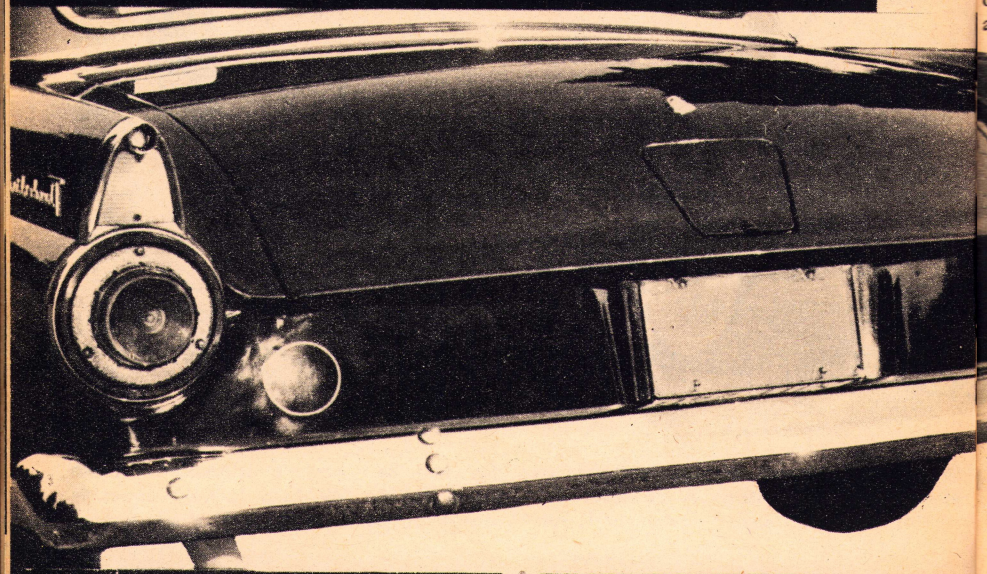
Photos by Bud Lang





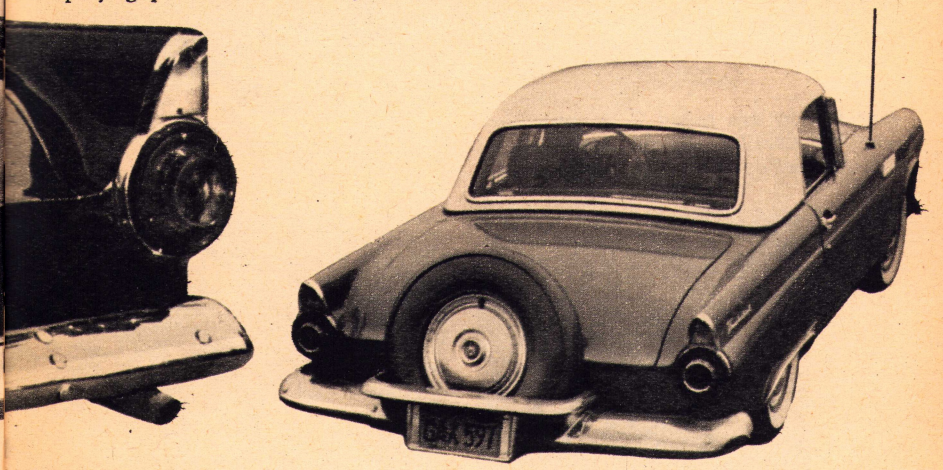
The stock headlight units are retained, but were given restyle treatment by frenching to .fender using ⅜" round rod for rings

# "connie" conversion for early 'birds

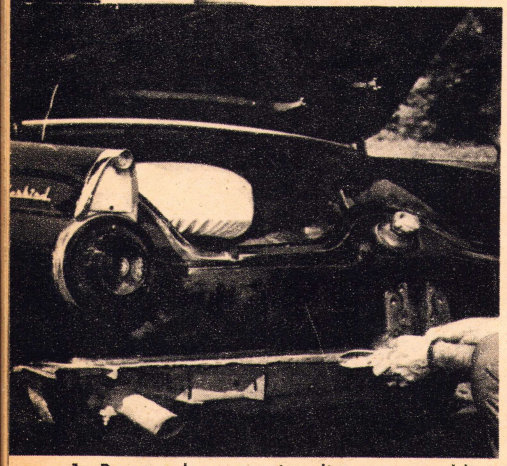


A PRIMARY GOAL OF customizing is to achieve a clean, unobtrusive appearance. This can be accomplished in a multitude of methods. Some of the owners of the very popular '56 Thunderbird's consider the Continental kit as a hindrance to the over-all beauty of the 'Bird. Others lean the other way and like the Connie kit. For those who prefer to have a simple rear end on the '56 T-Bird, minus the Continental kit, here is an easy job that you can do in a minimum of time to get that clean appearance.

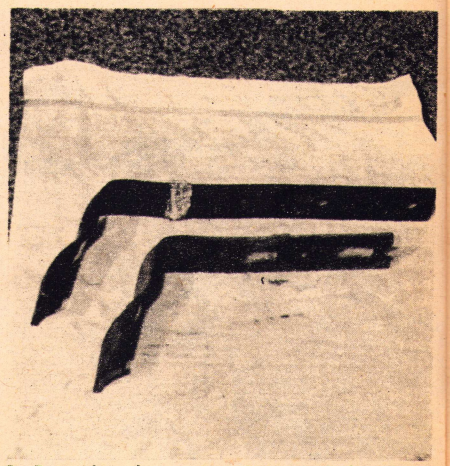
The only tools you'll need are the usual assortment of wrenches and pliers plus a torch or hacksaw, metal cutters and an electric drill. The conversion consists of removing the Connie kit and bumper, trimming the gravel pan and stock bumper brackets to allow installation of a '55 T-Bird bumper to the '56 'Bird. There are no holes to fill as the license plate is mounted over the openings which formerly attached the kit to the body. It's extremely simple and accompanying photos show it really comes on when finished.



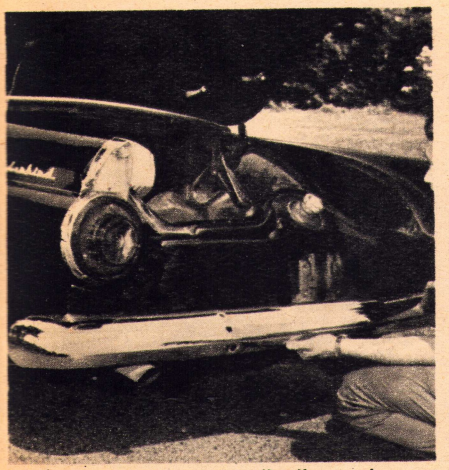
Photos by Woody Higgins



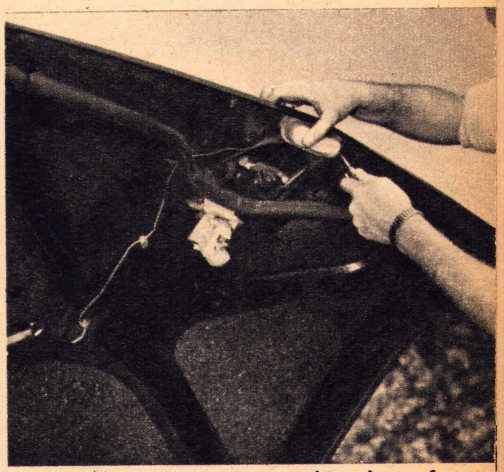
1. Remove bumper, tire, license assemblies. Cut back gravel pan until 1½" from body.



2. Rework exhaust tips. Use stock brackets; cut 4½" and drill-out slots for attachment.

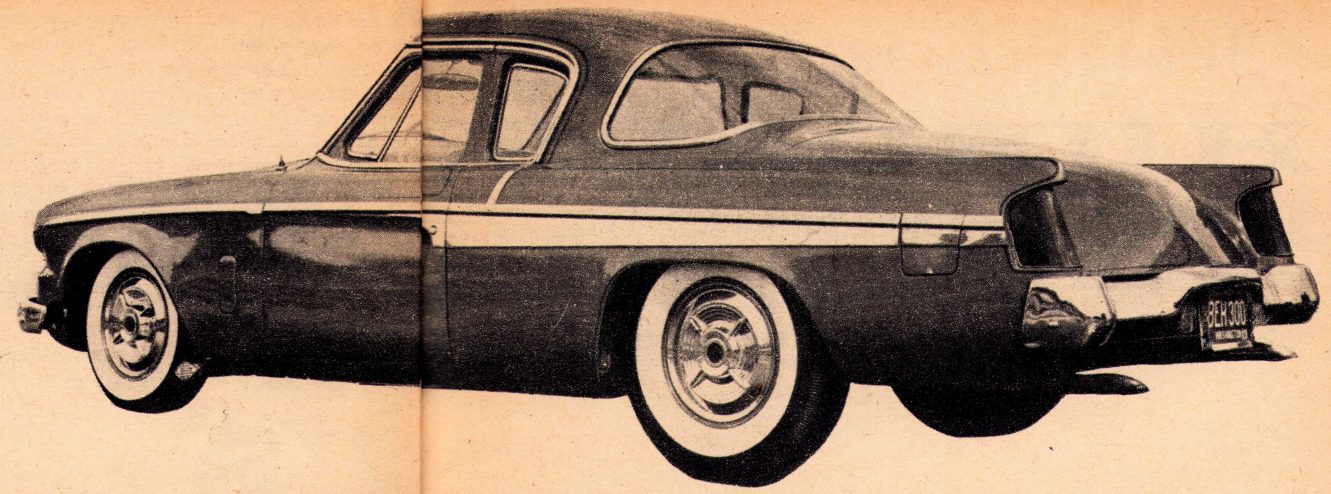


3. Slots cut in bracket will allow a leeway of an inch or two in mounting 1955 bumper.

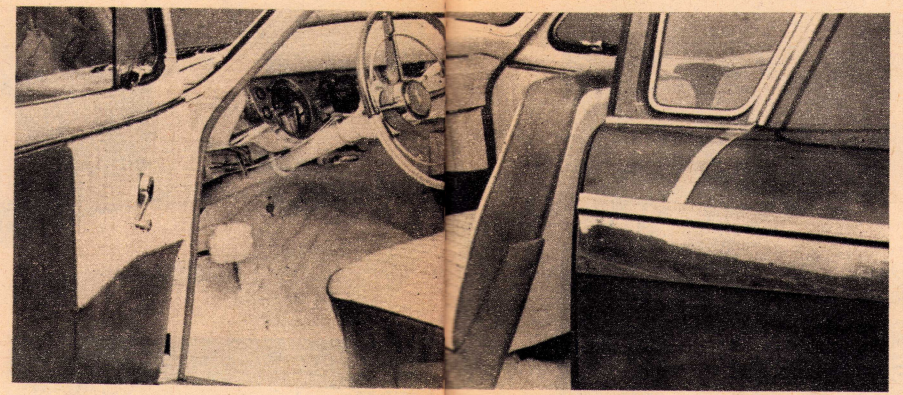


4. Since license is now mounted in place of kit, mount plate, rewire light to deck lid.

# WELL STYLED STUDE



Rear fenders are raised 3" to form small fins; '56 Chrysler taillight lenses are installed. Gordie Wells of Tacoma did work.



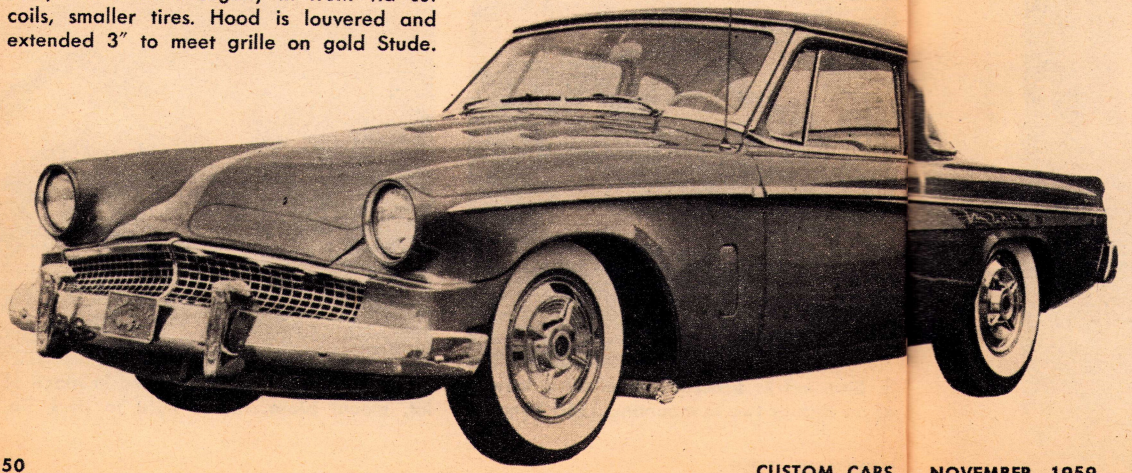
Wayne George of Tacoma, Wash., started with the basic Studebaker design and expanded on it to gain restyled appearance.

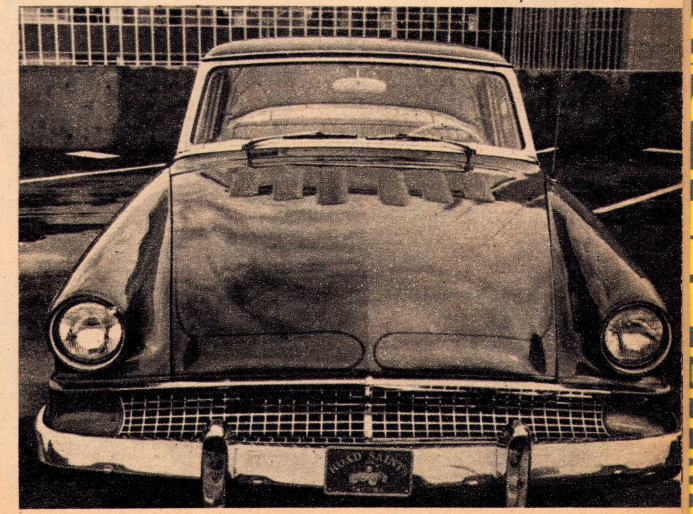
White and Cantaloupe hued interior is done in pleats and rolls by Bill Larson of Tacoma, Washington. Note white rugs, pedal covers.

Front end is reworked to accommodate '55 Ford grille. Headlights are frenched with '53 Ford rings. George is in Road Saints.

Photos by Pete Sukalac

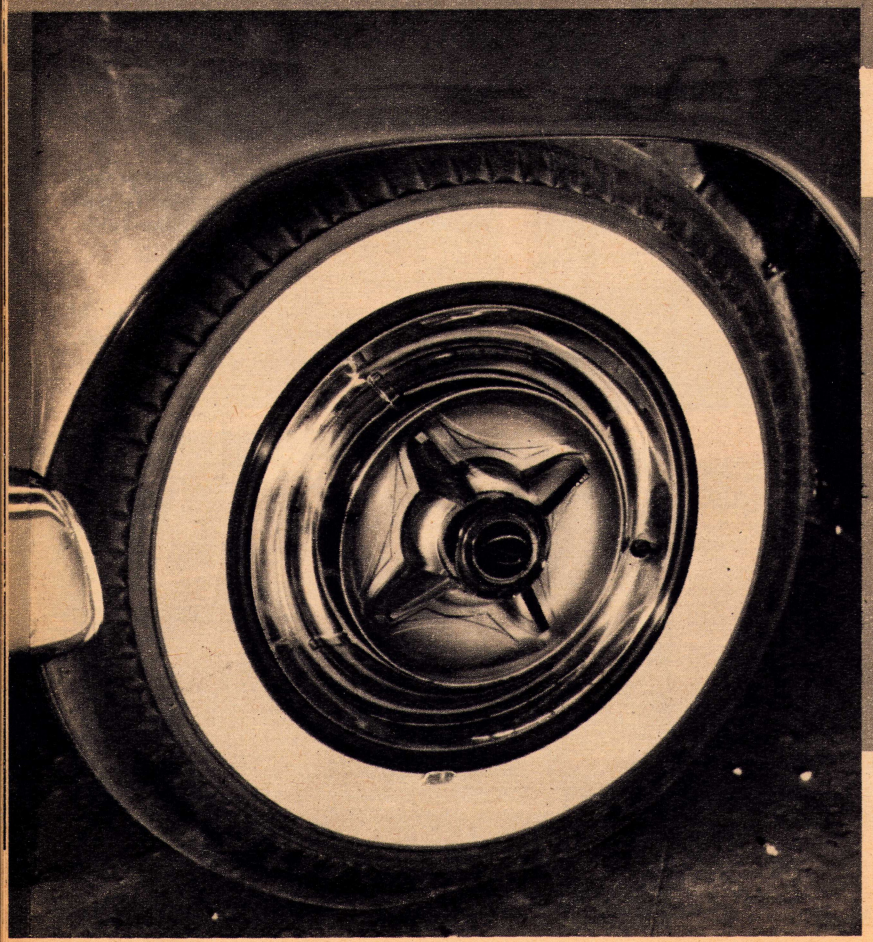
Coupe is lowered slightly in front via cut coils, smaller tires. Hood is louvered and extended 3" to meet grille on gold Stude.

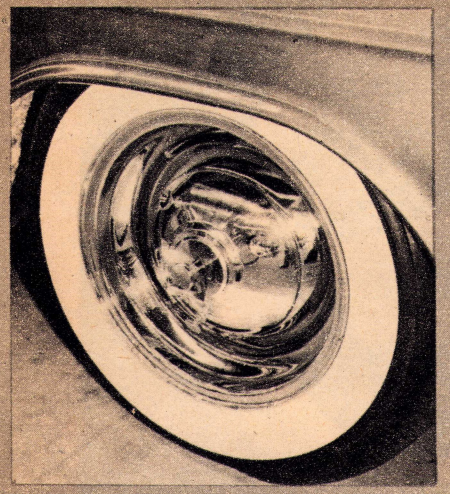




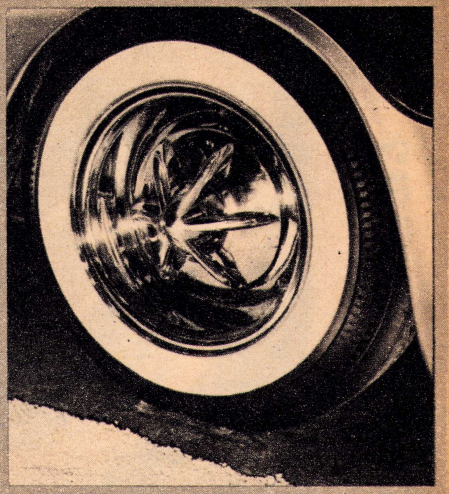
# *What's new in*
# HUBCAPS?

**Customizers choose bullets, bars, hardware and plastic for the best in wheel cover designs**

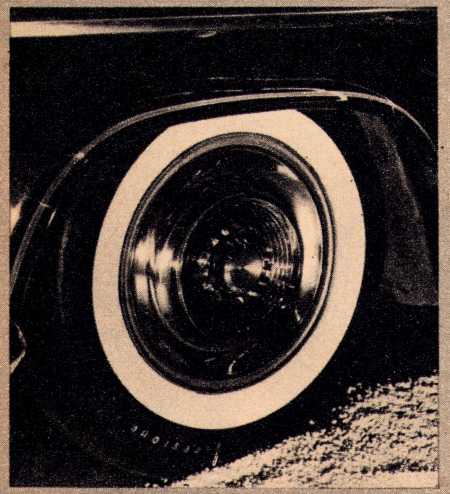




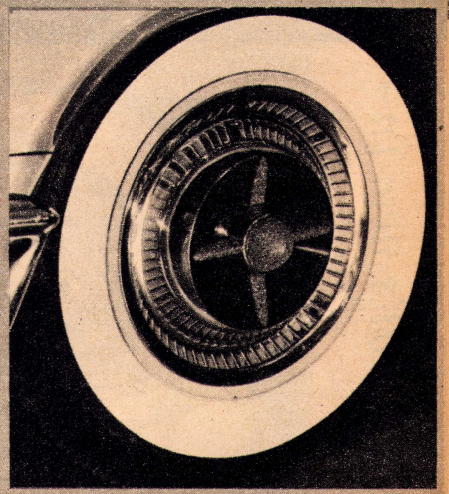
Hardware of ornamental variety is the latest decorative pieces to be employed for hubcap restyling. Here, several items of ordinary door pull knobs are used.



Reversed wheels — popular West Coast appearance is further enhanced by the adaption of center bullet with six 1954 Mercury rear fender trim teeth installed.



The 1957 Dodge taillight bezel comes into play here — surrounding centerpiece of 1957 Chrysler cap. This is strictly a bolt-on.

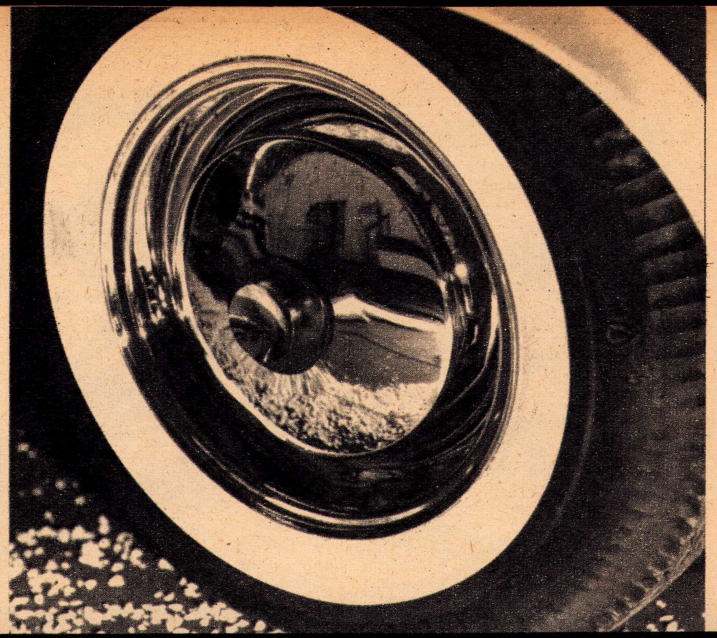


"Glitter/Flitter" is another inexpensive decoration item discovered by customizers. The 1955 Buick cap gets treatment here.

CONTINUED

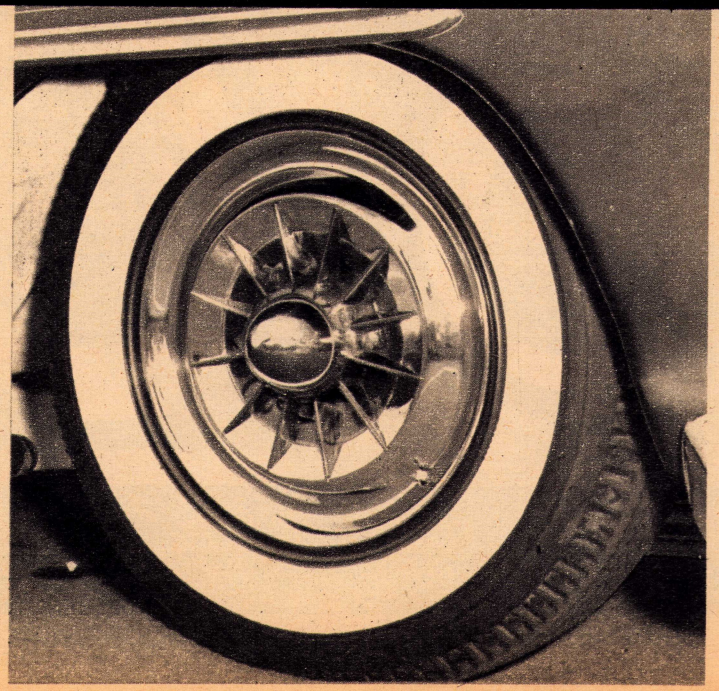
# HUBCAPS?

*What's new in—*

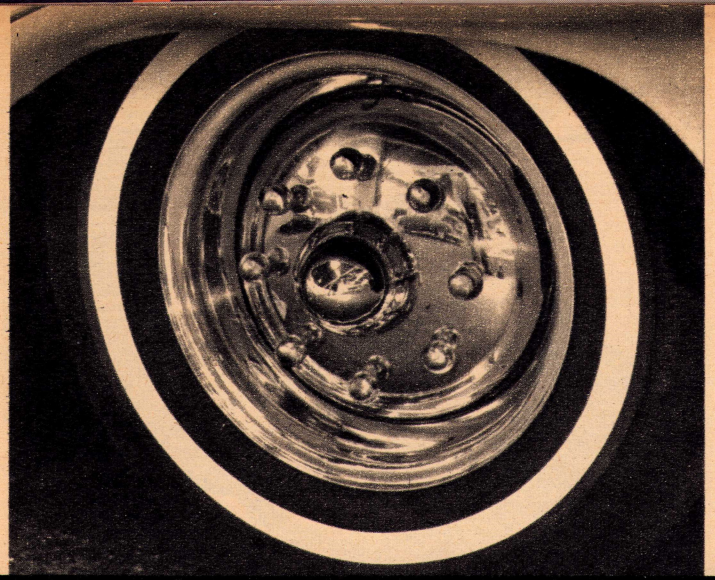


Oval brass plated door pull knobs set off cap on this reversed wheel. The hardware comes in many different plating finishes.

The popular Oldsmobile hubcap of '53 and '54 gets a change of personality with the thin bladed trim bars from Lincoln "Connie."

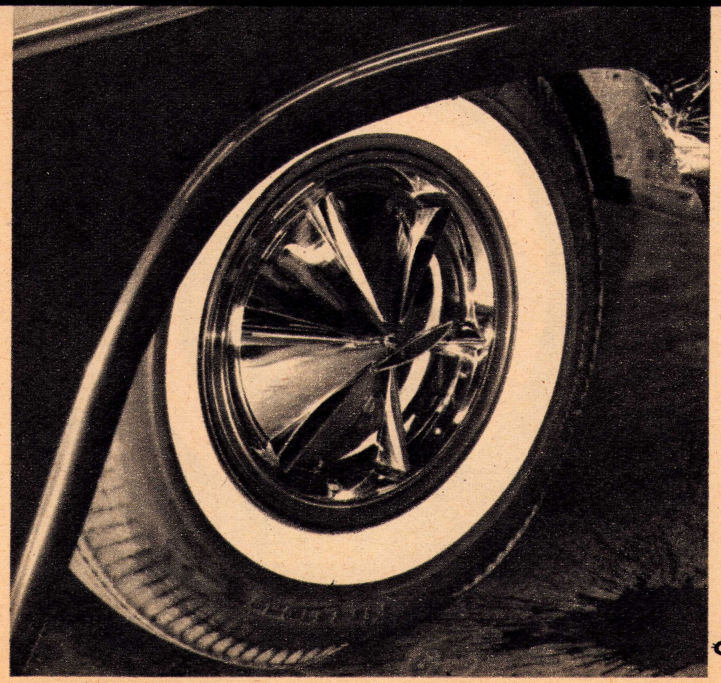






Full hubcap of this reversed wheel makes use of the round ball hardware knobs and large center spinner for dressed up appeal.

A simple switch in appearance is this "T-bar" hardware handle that is neatly bolted to popular Plymouth accessory type cap.



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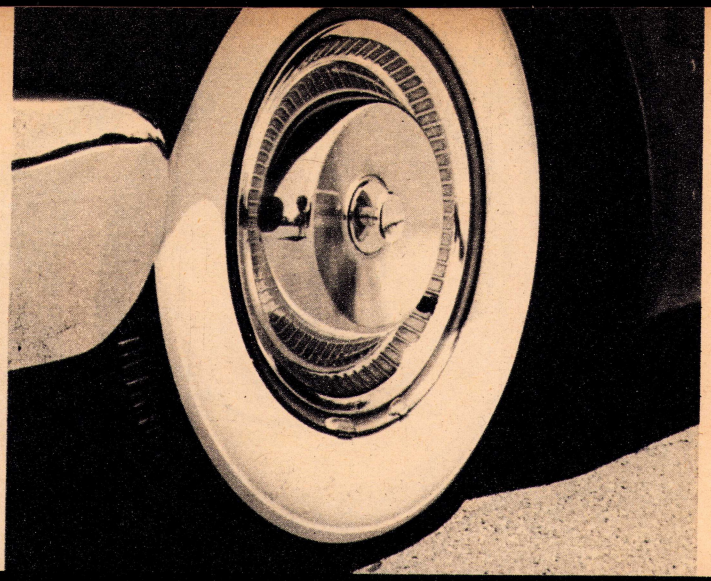
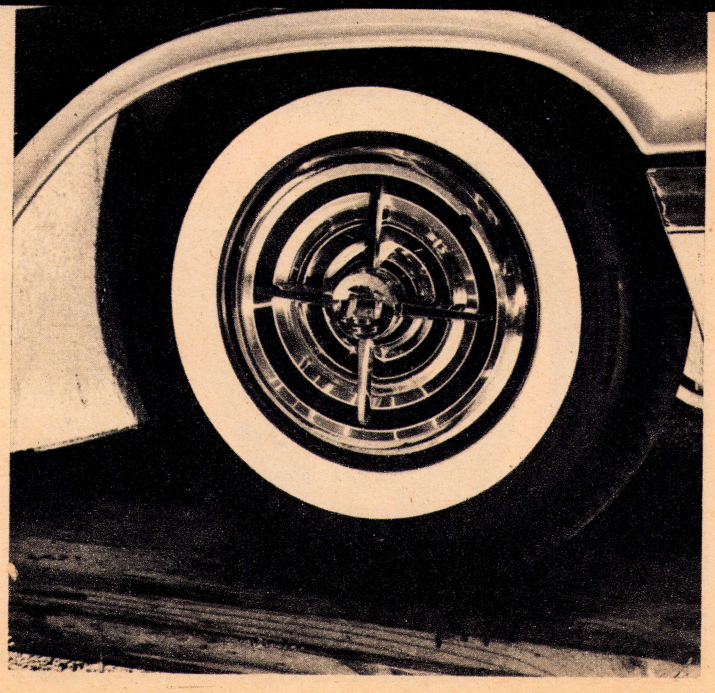
# HUBCAPS?



A variety of oval pieces of hardware can be neatly fitted over the center medallion of the plain 1955 Buick hubcap seen above.

Discovery of "Candy" paints — allows many customizers to come up with spiral patterns as seen below on 1958 Dodge hubcaps.

*What's new in —*





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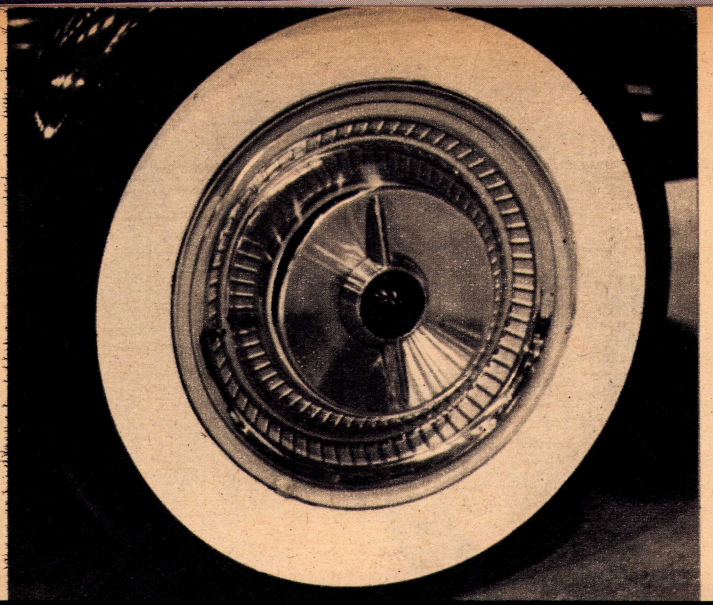
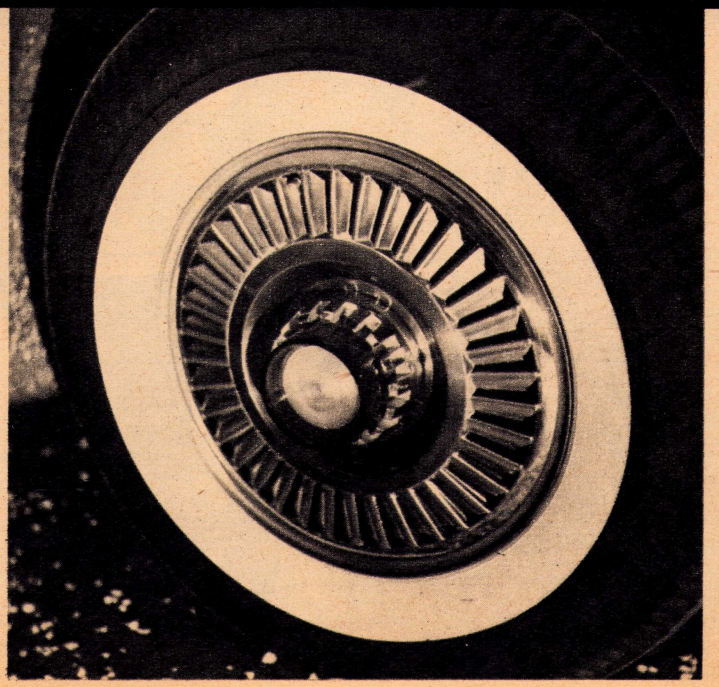


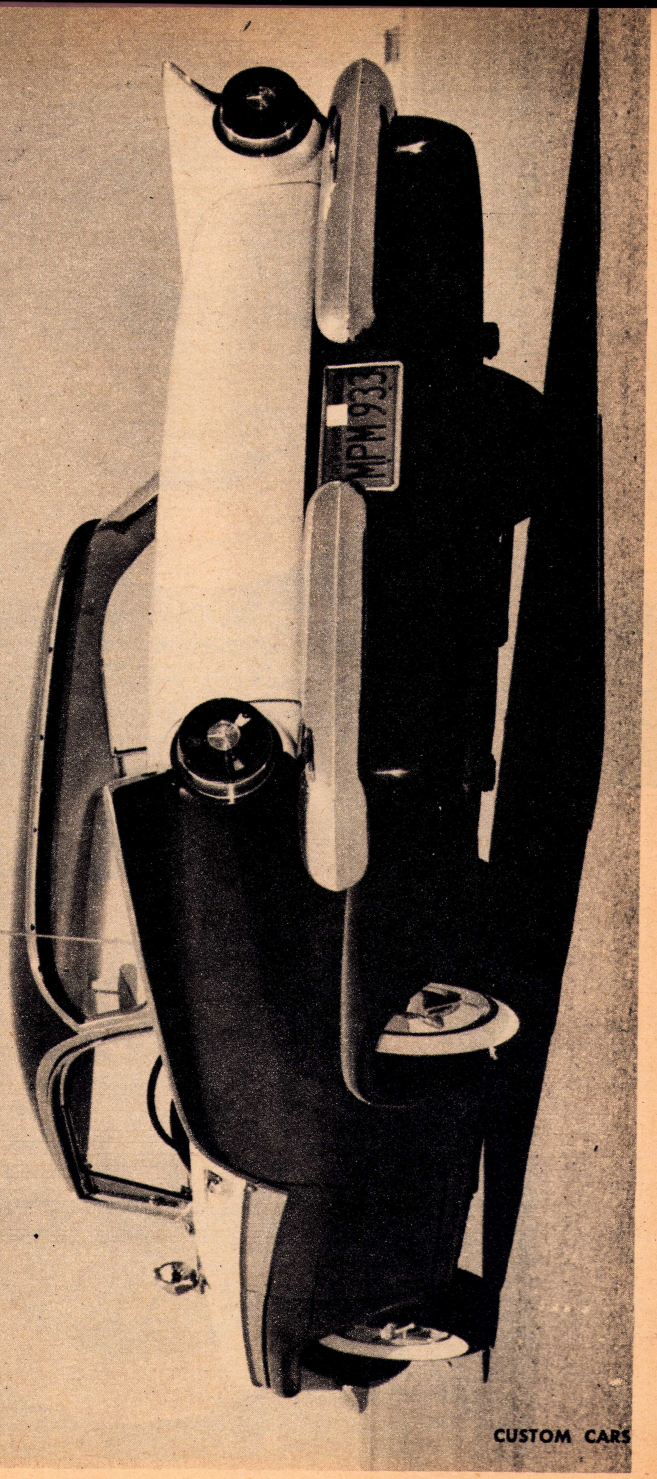
The taillight lens is the latest trick among hubcap designs. Small oval lens here is fitted to centerpiece of 1955 Buick cap.

Another taillight lens can be decorating center of this ornate 1957 T-Bird hubcap — complete lens and bezel from 1958 Dodge.

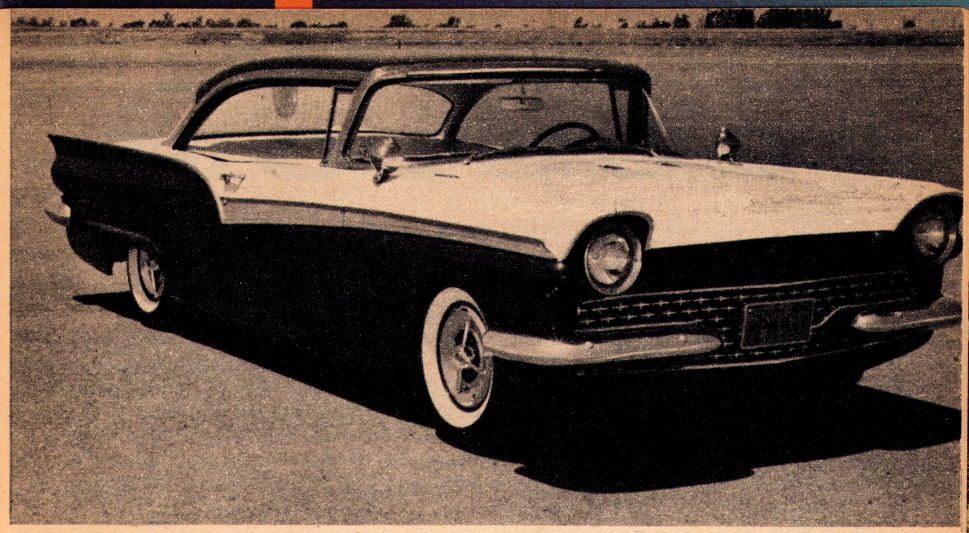


# better than ever

Small cash outlay and some metalwork at home, made Ted Williams' Ford look

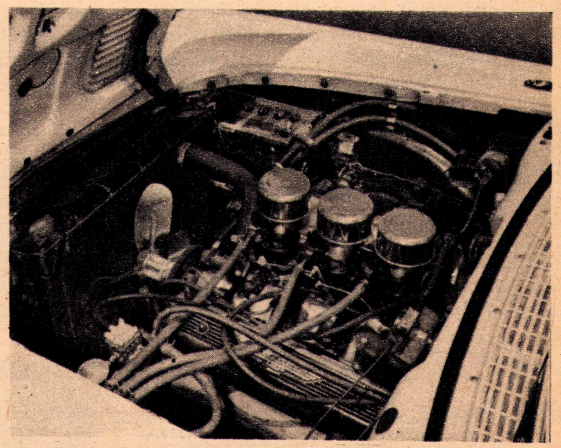




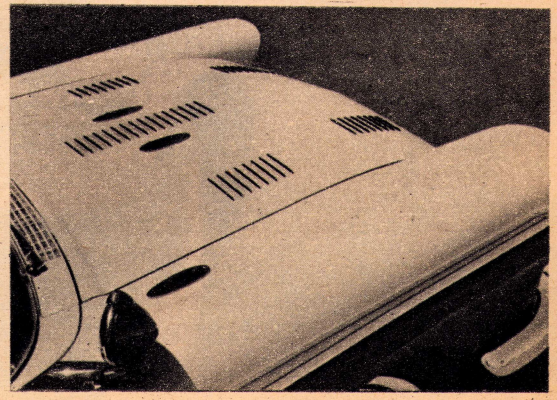


Photos by Jim Gilbert

Ted Williams, Costa Mesa, Calif., constructed this '57 Ford custom in his spare time. Front features '53 Stude grille pan housing '59 Ford grille, in turn protected by '55 Pontiac dual bumper bars.



Rolled pans are both fore, aft. Headlights have '56 Ford pickup rings, while taillights are '59 T-Bird units. Engine is warmed up '57 'Bird with 3-carbs, mild cam. Interior is red and white, stitched by Jack Cole, Costa Mesa.



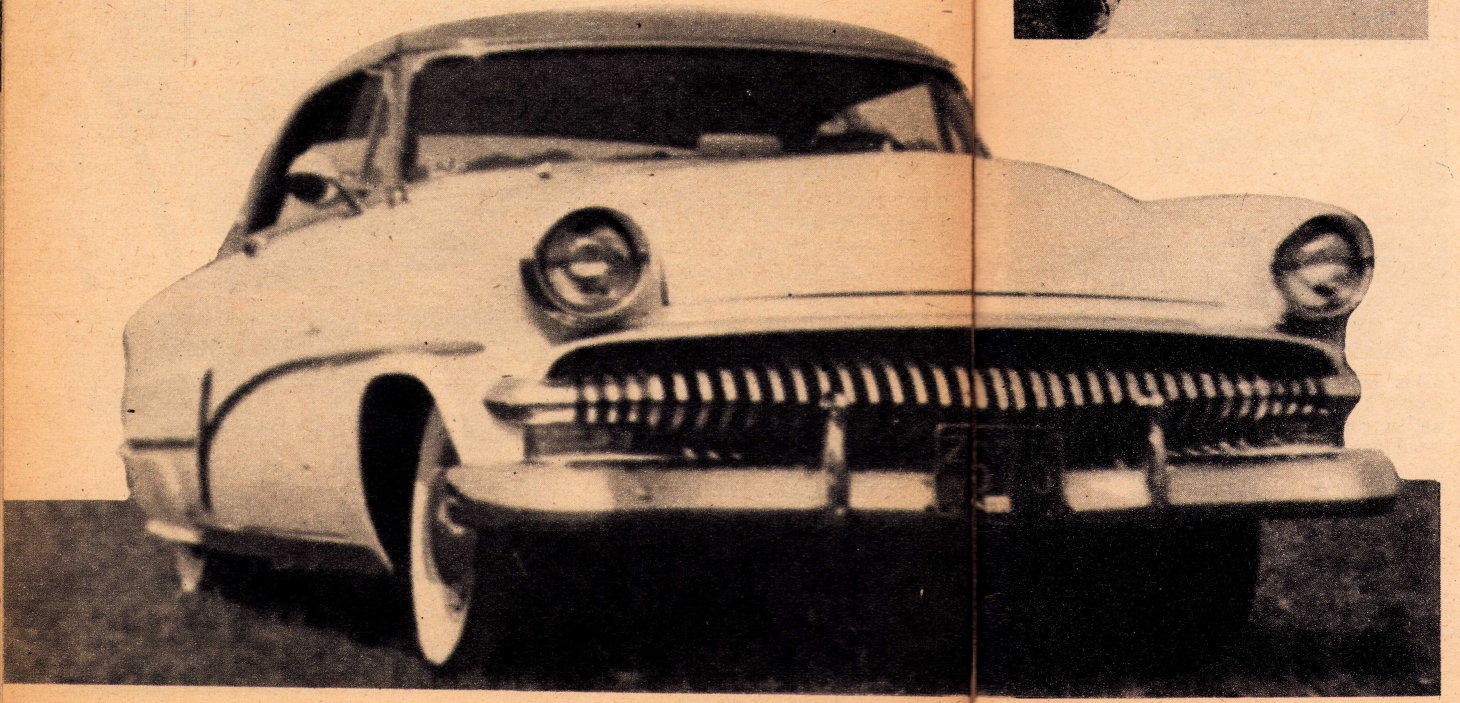
Hood on Titian Red & White lacquered Ford is liberally louvered for hot air release. Buick port holes added to hood and front fenders. Dual spotlights are run.

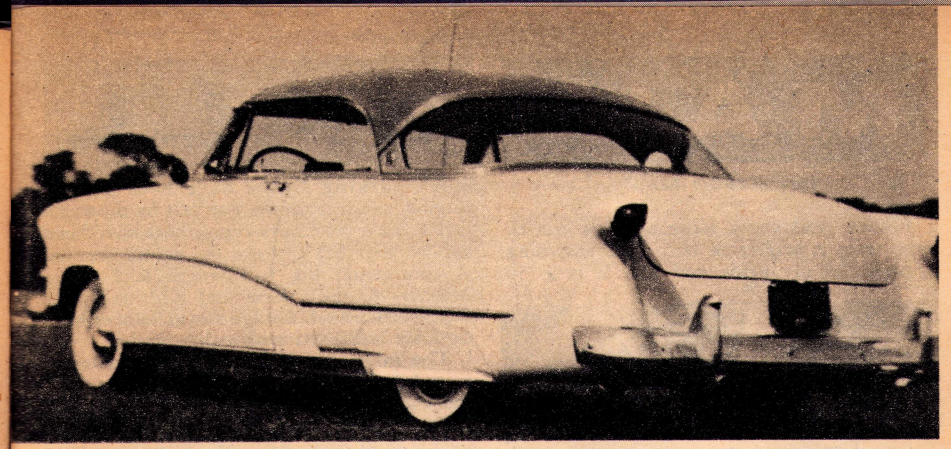
# READER'S CUSTOM

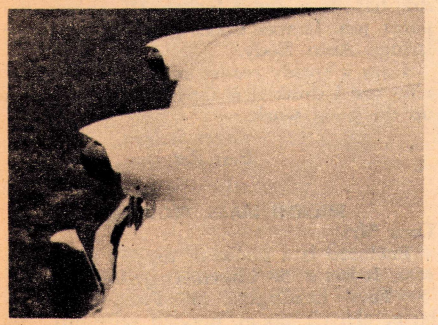
## Pride and Joy from Jersey

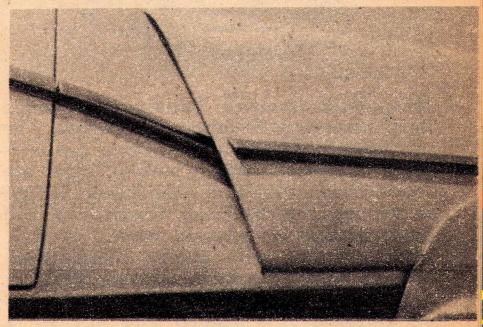
TOM ELIASON OF Pine Hill, New Jersey, first purchased his '53 Ford coupe back when they were introduced by the Ford Motor Company. Since then, the Ford has under-gone several trips to the custom shop until it now is a full-fledged custom. Eliason performed most of the restyling, but he credits much of the metalwork to Collet Auto Body of Northfield, New Jersey. Among the many features are '51 Mercury grille, nose and deck job, Cad headlight rims, scooped quarter panel, Buick side trim, Hudson 'Jet' taillights in hooded installation. The interior is pleated and rolled Naugahyde in white and Turquoise to match exterior hues. The faithful flathead '53 Ford mill is warmed-up.

Well now, how about your custom? If you are as proud of your car as Tom Eliason is of his '53 Ford, then let's see what you have. All you have to do is send us clear and sharp black and white photos showing ¾ front and rear, side, and detail views of your car. We can't emphasize too much that these photos must be clear! Include the pictures with complete information and send them to: READER'S CUSTOM, Custom Cars Magazine, 5959 Hollywood Blvd., Los Angeles 28, California. That's all there is to it.









Eliason reports that the Hudson Jet taillight lenses he employed on his 1953 Ford are hard to come by in his area of Pine Hill, New Jersey. Deck has solenoid system.

A closer view of the Hudson lenses reveals the hood extensions formed after sheet metal was molded to the fender. These hoods are identical to Cadillac headlight rims on front.

Rear quarter panels were extended to form scoop. Leading to scoop is popular 1955 Buick chrome trim spear. Collet Auto Body in Northfield, N. J. helped in customizing.

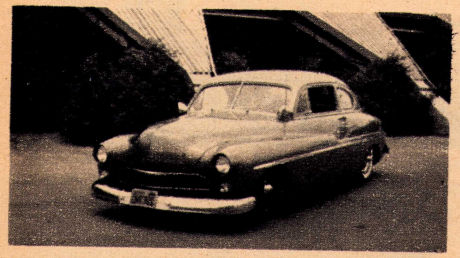
Front end is facelifted via removal of all chrome trim, Cadillac headlight rims which form hoods, and 1951 Mercury grille pieces with stock '53 Ford grille bar ends, cavity.

# MAIL CALL

### SAN BERDOO BEAUT

Dear Sir:

I have read every issue of your terrific mag since it first came out. I am enclosing a photo of my pride and joy. It is a '50



Merc with frenched headlights, rounded hood corners, it is nosed and decked. The gas filler is moved to the trunk. Grille is made of ¾-inch tubing; parking lights are from a Studebaker with small custom bullets in the center of the lenses. Fender-wells and undercarriage are sprayed white, '53 Merc engine is run with engine compartment sprayed black with white striping. Trunk is gold with black striping. Window frames are chromed. It is painted with 10 coats of "Adventurer Gold."

The future calls for complete black tuck and roll upholstery.

I would consider it an honor to see my car in your fine magazine.

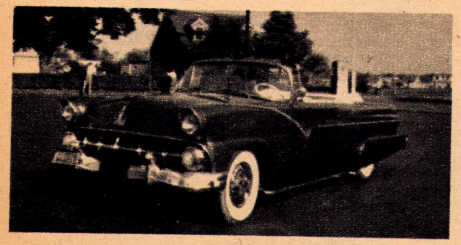
*—Wally Farrell,*
*San Bernardino, Calif.*

**Very good, Wally. It is one of the best semi-custom Mercs we've seen in a long time.—Ed.**

### FORD RUNABOUT

Dear Sir:

Enclosed are a few pictures of my '55 Ford convertible which I would appreciate seeing in your fine magazine. It is dropped 4 inches in the rear and 2 inches in front.



The hood and deck have been shaved and all side medallions have been removed. The stock parking lights have been turned around to cover up the gap left by the stock grille. Two '54 Chevy center bars have been spliced together to form the center section. A continental kit, full length lake pipes, Mercury Cruiser skirts and Olds taillights have been added. Dodge Royal Lancer hubcaps are enhanced with color chrome.

The interior custom red rugs and white mats have been added. The main feature of the car is its specially mixed 24 coats of wine colored translucent lacquer applied over a gold base. All work including striping has been done by myself except the paint job. It was done by Herb Libak of Bridge Auto Body.

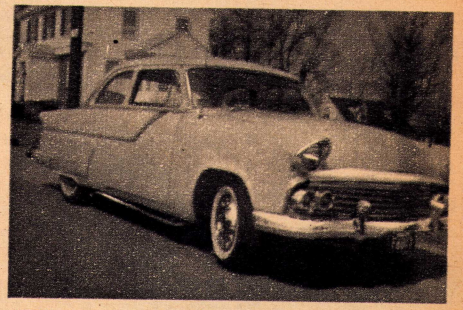
I am a steady reader of your fine magazine and I think it is tops in its field. Keep up the good work.

*—Roger Sedran,*
*East Paterson, N. J.*

### MILTON MASS. MODIFIED

Dear Sir:

Enclosed is a photo of my '54 Ford custom. It has a '58 Chevrolet grille, frenched '55 Ford headlights, '55 Pontiac chrome strip, electric doors, hooded taillights, '56



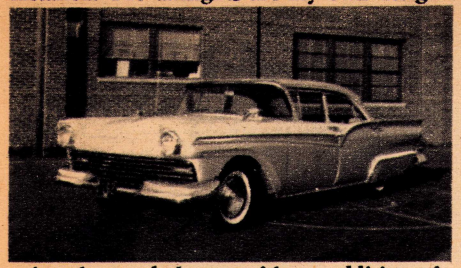
Olds lenses, nosed hood, decked manual trunk, Naugahyde pleated seats and panels, and a custom headliner. The paint job is '56 Lincoln Westerior.

*—Marshall Pollack*
*Milton, Mass.*

### NEW TAILLIGHT IDEA

Dear Sir:

Enclosed are some snapshots of my 1957 Ford 4-door Fairlane 500. The car has been nosed and decked and custom spinners installed. Next a pair of 1957 Mercury fender skirts were added. Up front the bumper guards were removed, the headlight rims chromed, and a stainless steel tubular grille installed. The taillights are my own design



using the stock lenses with an addition of a second Lucite lens. The car is lowered 3

inches all around and the mill is a stock '57 T-bird with a 4-barrel carb.

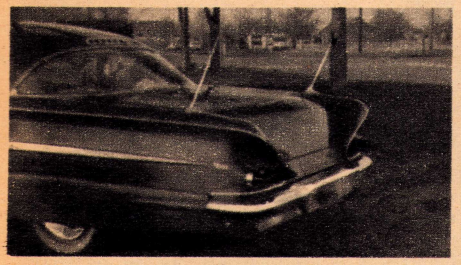
*—Bill Opitz,*
*Phillipsburg, N. J.*

**With a car that ranks as high in the popularity poll as the '57 Ford, there are always new innovations appearing that add to its appearance. The tube grille such as you have installed was one. Maybe that extra Lucite lens covering you've added will become another.—Ed.**

### CAD LIGHTS FOR CHEVY

Dear Sir:

I am enclosing some shots of my '58 Impala. Three months ago I put '59 Cad taillights in it. The hood and trunk are shaved



of all chrome and the trunk has an electric solenoid which operates from the dash.

Bob's Body Shop did the work on the custom cruiser skirts which I think are real sharp. I hope you can find room in your

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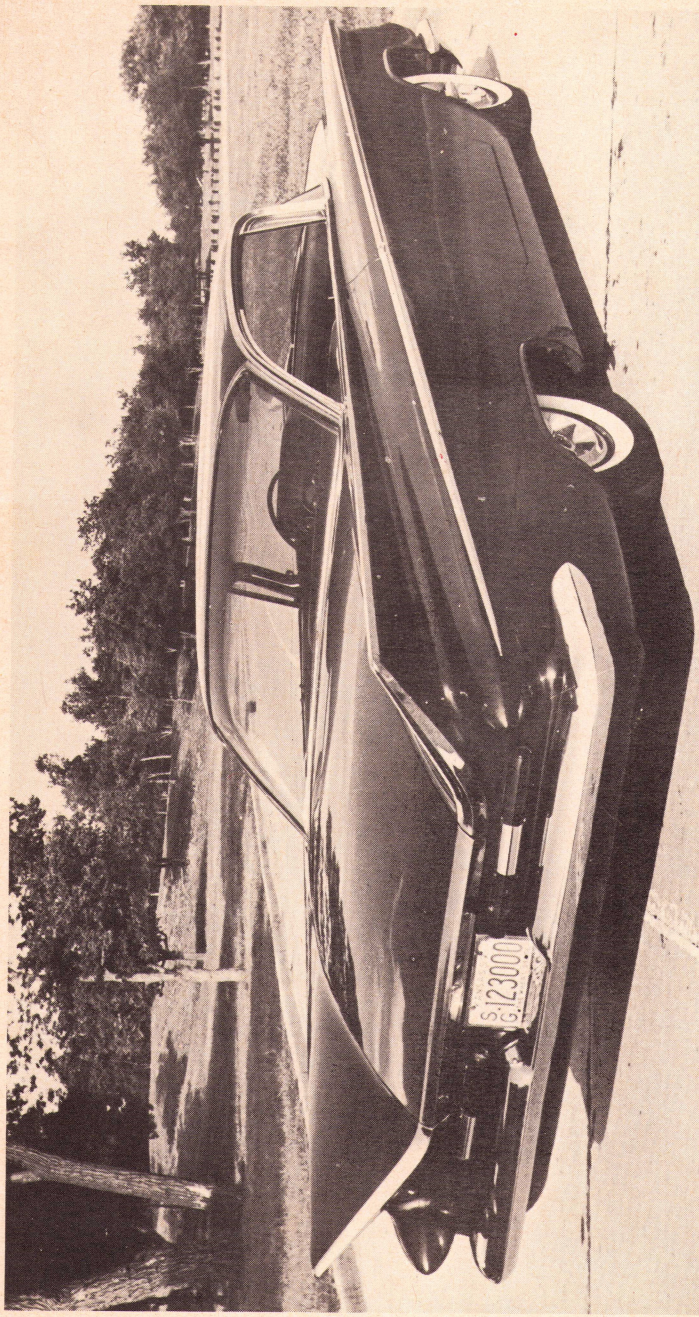

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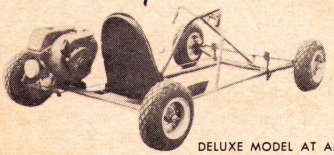

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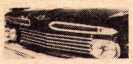
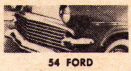


59 CHEVY

58 T BIRD

57 CHEVY

52 FORD



54 FORD

58 FORD

55 CHEVY

55-56 FORD

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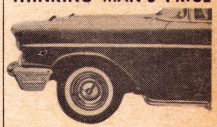

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